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TIME TABLE.

WEEK DAYS

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon... ..Dep.	6.40	9.15	10.30	12.00	1.15	4.55	6.30
Yau-mati... ..Dep.	6.50	9.25	10.39	12.09	1.24	4.44	6.39
Shatin... ..Dep.	7.02	9.36	10.51	12.21	1.36	4.56	6.41
Tai-po... ..Dep.	7.16	9.49	11.04	12.34	1.49	5.09	6.54
Tai-po Market...Dep.	7.21	9.55	11.09	12.39	1.53	5.13	6.58
Fanning... ..Dep.	7.33	10.03	11.18	12.48	2.03	5.24	7.09
Shum-chun... ..Dep.	7.38	10.07	11.22	12.52	2.07	5.28	7.13
Shum-chun... ..Arr.	7.43	10.13	11.28	12.58	2.13	5.34	7.18

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Shum-chun... ..Dep.	7.31	9.05	10.38	11.40	3.00	4.17	6.08
Shum-chun... ..Dep.	7.38	9.12	10.45	11.47	3.07	4.24	6.15
Fanning... ..Dep.	7.53	9.16	10.49	11.51	3.11	4.28	6.19
Tai-po Market...Dep.	7.42	9.26	10.59	12.03	3.21	4.38	6.29
Tai-po... ..Dep.	7.46	9.30	11.04	12.07	3.25	4.42	6.33
Shatin... ..Dep.	7.59	9.43	11.17	12.21	3.38	4.56	6.46
Yau-mati... ..Dep.	8.12	9.55	11.29	12.33	3.50	5.08	6.58
Kowloon... ..Arr.	8.20	9.03	11.37	12.41	3.58	5.16	7.06

SUNDAYS AND PUBLIC HOLIDAYS

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon... ..Dep.	6.40	8.35	9.15	10.30	12.00	2.20	5.30
Yau-mati... ..Dep.	6.50	—	9.24	10.39	12.09	2.31	5.39
Shatin... ..Dep.	7.02	—	9.36	10.51	12.21	2.43	5.51
Tai-po... ..Dep.	7.16	—	9.49	11.04	12.34	2.58	6.05
Tai-po Market...Dep.	7.21	—	9.53	11.08	12.38	3.00	6.09
Fanning... ..Dep.	7.33	—	10.03	11.18	12.48	3.11	6.20
Shum-chun... ..Dep.	7.38	9.12	10.07	11.22	12.52	3.15	6.24
Shum-chun... ..Arr.	7.43	9.18	10.13	11.28	12.58	3.21	6.30

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Shum-chun... ..Dep.	8.12	10.38	11.40	3.00	4.17	5.30	6.08
Shum-chun... ..Dep.	8.19	10.45	11.47	3.07	4.24	5.37	6.15
Fanning... ..Dep.	8.23	10.49	11.51	3.11	4.28	5.41	6.19
Tai-po Market...Dep.	8.32	10.59	12.03	3.21	4.38	5.51	6.29
Tai-po... ..Dep.	8.37	11.04	12.07	3.25	4.42	5.55	6.33
Shatin... ..Dep.	8.51	11.17	12.21	3.38	4.56	6.09	6.46
Yau-mati... ..Dep.	9.03	11.29	12.33	3.50	5.08	6.21	6.58
Kowloon... ..Arr.	9.11	11.37	12.41	3.58	5.16	6.29	7.06

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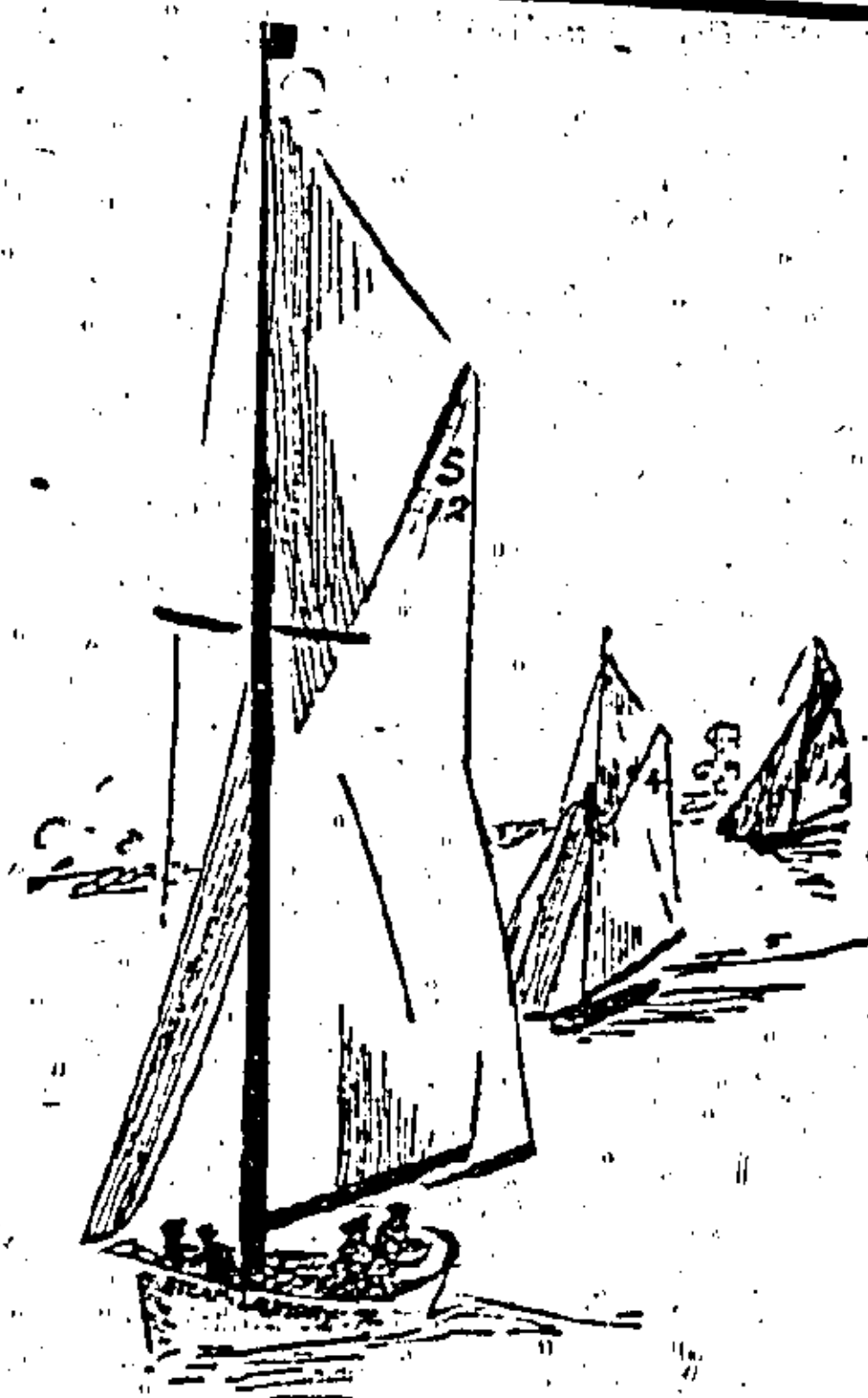
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SCOTTISH SPORT.

SCOTLAND'S VICTORY OVER
FRANCE.

CELTIC IN CHAMPIONSHIP FORM.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, January 6th.
Scotland opened the International Rugby season in promising fashion. To defeat France in Paris by 30 points to 8 is a notable achievement. The extent of the victory must be regarded as all the more remarkable in that it has been accomplished without any trials, and also in view of the fact that owing to the frost and snow few club games have been played in Scotland during the past few weeks. The selectors certainly showed sound judgment in their choice of a national team under difficult circumstances, but they were materially helped by their good fortune to have at their command no fewer than twelve of the fifteen who defeated England in the game last March at Murrayfield. This year Scotland is defending the International Championship honour and the Calcutta Cup. The manner in which she has surmounted the first hurdle suggests that her opponents will have a difficult task in their attempt to regain the spoils. The better team won, but the French exerted considerable pressure. Their forwards were as good as ours in many ways, but they did not know as much about the finer points of forward play. In the set parts of scrum and line-out they were quite useful, but they had no conception of footwork, and were not astute in working the ball back from loose squashes. The French could make nothing of our dribbling. The general work of our pack was distinctly good, and their footwork was particularly noteworthy, none excelled Bannerman and our two outsiders in the back row, Gillies and Scott. The first-named was great in every way, but on general form he was excelled by Davies, who was the outstanding forward on the field. Compared with our backs the French were novices. They had no idea of passing, and always seemed to be in a state of momentary coma when the ball came to any of them. Our men, on the other hand, kept going hard, and worked in unison when passing was the tactics of the moment. None excelled Dykes, he was our best back. Nelson was his usual dependable self, and Waddell played a very discerning game. Wallace was Wallace of recent international matches. We will miss in more ways than one his very distinctive swerve. All our rear men were good defenders, and they could attack cleverly when opportunity offered, which, as the game was played, was not too often. Drysdale was as sound as ever.

The game, unfortunately, was marred by off-side play. Had the referee been inclined to be academic or rigid, there would scarcely have been any play at all. The French forwards took so many liberties that he had to turn a Nelsonic eye upon the least flagrant of their offences, and it has to be confessed that latterly our own men were not immaculate.

RUGBY CLUB GAMES.

Hawick, 6; Heriot's (F.P.), 14.
Stewart's College, 6; Watsonians, 8.
Kelso, 21; Edinburgh Acad., 3.
Gala, 6; R.H.S. (F.P.), 11.
Selkirk, 31; Glasgow University, 3.
Edin. Academicals, 6; Glasgow H.S. (F.P.), 14.
Jedforest, 8; Watsonians, 10.
Kelso, 22; Kelvinside Acad., 0.
Gala, 33; Glasgow University, 6.

English Schools met Scottish Schools in their fourth annual match, and for the first time Scotland, with the true breath of the north from Fettes, Loretto, and Edinburgh Academy won. They led by 13 points to 8 at half-time, played with 14 men in the second half, and were victors by 24 points to 19 after well-contested game.

PEDESTRIANISM.

In the New Year pedestrian gala, at Powderhall, Edinburgh, as was expected, J. Kerr, of Alloa, again won the Marathon, but he had to fight hard to get the decision over P. Barrett, of Liberton. The favourite also annexed the big sprint, — C. J. Britton, of Portobello.

A SEPARATE OF LEAGUE MATCHES.

Following old customs, the Scottish soccer clubs ushered in the New Year with three-days' programme of matches. Outside the League limits there took place the annual contest between those two premier clubs, Queen's Park and Corinthians, and a draw, was quite a good result of a capital game, the Scots being superior in some departments the English men in other.

In the League on New-Year's Day the majority of the games were of the nature of local rivalry, and play was generally level. Thus, the Airdrie and Falkirk, Celtic and Rangers, Partick Thistle and Clydebank matches ended in draws; while Aberdeen, Motherwell, Raith Rovers, and St. Johnstone only won by the odd goal. Kilmarnock had a notable 4-1 away win over St. Mirren, and Hibs had a surprise victory over Hearts.

On the second day Celtic increased upon their lead for the Championship. Queen's Park collapsed before them in the last quarter of an hour, and the amateurs thus competed with Clydebank for the wooden spoon. Dundee United took another step up the ladder by defeating Kilmarnock; they have administered a good few shocks to clubs of longer standing, and it must be said for them that their successes have not been of the fluky order.

On the third day Celtic finished with a win which practically assured them of the Championship, a rather unfortunate circumstance, as this robs the competition of much of its interest. There was one genuine surprise, when St. Johnstone not only defeated Hibs, but had a substantial majority of three goals. The recent notable successes achieved by Dundee United and the indifferent form of the senior club of Dundee invested the

(Continued on next column.)



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return meeting of the rivals with special interest. Dundee scored from a corner near the close of the first-half, and this proved to be the only goal in an exciting struggle. Studied play on the part of either was altogether absent, tempers gave way, and the ordering off of a player from each side marred a contest that was altogether disappointing as a display of football. Dundee United attacked furiously towards the end, but without method. Morton, 2; Aberdeen, 1.
Heart of Midlothian, 1; Hibernians, 4.
Aberdeen, 2; Dundee, 1.
Airdrieonians, 2; Falkirk, 1.
Celtic, 2; Rangers, 2.
Motherwell, 1; Hamilton Academicals, 0.
Partick Thistle, 2; Clydebank, 2.
Raith Rovers, 2; Cowdenbeath, 1.
St. Johnstone, 1; Morton, 0.
St. Mirren, 1; Kilmarnock, 4.
Clydebank, 2; St. Johnstone, 0.
Cowdenbeath, 1; Hearts, 2.
Dundee, 1; Raith Rovers, 1.
Falkirk, 3; Motherwell, 3.
Hamilton Aca., 3; Airdrieonians, 1.
Hibernian, 0; Aberdeen, 0.
Kilmarnock, 2; Dundee United, 3.
Morton, 0; St. Mirren, 0.
Queen's Park, 1; Celtic, 4.
Rangers, 2; Partick Thistle, 1.
Hibernians, 0; St. Johnstone, 3.
Raith Rovers, 1; Heart of Midlothians, 2.
Aberdeen, 2; Queen's Park, 1.
Airdrie, 3; Cowdenbeath, 2.
Celtic, 2; Partick Thistle, 0.
Dundee United, 0; Dundee, 1.
Kilmarnock, 4; Hamilton Academicals, 1.
Motherwell, 4; Morton, 1.
Rangers, 3; Clydebank, 1.
St. Mirren, 2; Falkirk, 0.

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BRITISH BUYING BRITISH GOODS.

Sir Philip Cunliffe-Lister, President of the Board of Trade, addressing a largely-attended special luncheon of the Nottingham City Business Club at Nottingham recently, said he had found since he came to Nottingham a spirit of what he might call reason and reasonable optimism. "I am glad to find that spirit," he continued. "I am certain it is justified by the facts. (Cheers.) That does not mean the spirit of encouraging people to sit still, but it does mean a justification for confidence in renewed work, renewed initiative, and in renewed enterprise. (Cheers.) There is that feeling which anybody with any business experience is more inclined perhaps to trust than any figure—the feeling that things are on the up-grade—and that feeling is justified by the improvement in employment in a large number of our industries. (Cheers.) Side by side with greater security there was the appearance of great stability in many countries. Another factor which made him definitely hopeful was that in Britain in the last six months there had been a steady growing national recognition of the importance of the home market. "Buy British Goods!" was the slogan which represented a focusing of national opinion, national determination, and national needs. The home market had never been more important than it was to-day. It was our greatest market. The more we could consume in our own home markets the better would be our trade balance and the more money there would be for new markets. A further consideration which made him hopeful of the future was growing recognition in this and of the Imperial possibilities and the development of Empire trade. There was already a marked increase in the proportion of the imports from the Empire. Before the war the Empire sent to us less than 25 per cent. of the total volume of our imports. To-day the Empire was sending to us over 29 per cent. It was a growing and gratifying feature, and it meant the creation of a mutual trade with our best customer and a trade which would increase year by year. (Cheers.) Imperial Preference throughout the whole Empire, and he believed that if there was a plebiscite in any country of the Empire no less than in the Mother Country. (Cheers.) He urged the importance of seeking markets in our Crown Colonies which would be complementary to our own, and said he believed it was a Nottingham firm which conceived the idea of starting bicycle racing in Uganda, with the result that they sold 8,000 bicycles in six months. (Laughter.) All the facts to which he had alluded made him optimistic as to the future. Opportunities were also open for the Government in the direction of economy. (Cheers.) Economy was very popular in the abstract, but subject to criticism in the concrete. (Laughter.) He hoped, irrespective of party, that the business community of the country and the working-class community who were associated with them would offer the right kind of criticism. The Government desired to encourage research. The Government could help to foster trade to face abnormal competition in a transitional period, and it was all out to help business men to capture overseas trades and to retain them. To the public he would say: "Buy British goods; it is your contribution to the employment problem. Do not criticise the dole, take somebody off it by buying British goods."

MOSCOW ARRESTS 17 BISHOPS.

HIGHEST DIGNITARY OF ORTHODOX CHURCH.

The persecution of Christians in Russia continues. The Russian bishop at Berlin has received news that the Metropolitan, Peter of Moscow, at present the highest dignitary of the Orthodox Church in Russia, and twelve bishops have been arrested by the Bolsheviks. The charge against them is that they refused to recognise the sect called the Living Church, which while retaining an outward form of orthodoxy teaches modernised heresy. The sect has been encouraged by the Bolsheviks as a means of weakening the Orthodox Church by division. On December 21st two bishops and 80 priests were arrested at Poltava and were sent to Moscow under strong escort. In Kharkov two bishops and several other high ecclesiastics have been arrested. This was followed by a great demonstration of Christians, including many peasants, who had come into the city from the countryside. The demonstrators were attacked by soldiers and 80 were killed or wounded. Five hundred were arrested and put into prisons already overcrowded.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rugby, February 11th.

Paris	131 1/2
New York	4.80 1/2
Brussels	107
Geneva	25.25
Amsterdam	12.13 1/2
Milan	120 1/2
Berlin	20.42
Stockholm	19.16
Copenhagen	19.60
Oslo	23.90
Vienna	34.55
Prague	164
Helsingfors	193
Madrid	34.44
Lisbon	71
Rio	45.12-18
Buenos Aires	1/6.3-16
Shanghai	3/02
Hongkong	3/44
Yokohama	1/104
Silver (Spot)	30.12-16
Silver (Forward)	30.13-16

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CLOSING QUOTATIONS.

FEBRUARY 12TH, 1926.

Hongkong Bank	\$1,037 1/2 buy.
Do. London	2137 nom.
Chartered Bank	2314 nom.
Mercantile Bank, A. & B.	2294 nom.
Do. C.	2134 nom.
P. & O. Bank	234 nom.
East Asia Bank	234 nom.
Canton Insurance	\$300 sel.
China Underwriters	\$3 sel.
North China Insurance	114.145 nom.
Union Insurance	\$280 buy.
Yangtze Insurance	\$35 buy.
China Fire Insurance	\$155 buy.
Hongkong Fire Insurance	\$320 buy.
Donghai	\$30 sel.
H.K. U. & M. Steamboat	\$23 sel.
Hongkong Tugs	\$34 sel.
Indo-China (Real)	\$34 sel.
Indo-China (Fict)	\$34 sel.
Shanghai Loans	114.7 nom.
Bank	\$3.80 sel.
Tonghai Mines	\$57 nom.
Ural Caspian	\$7 nom.
H.K. & K. Wharfs	\$121 buy.
H.K. & W. Docks	\$52 sa.
Hongkong	114.165 buy.
New Engineering	114.7 nom.
Shanghai Docks	\$50 sel.
Indus Ref.	\$7.40 buy.
H.K. & S. Hotels	\$38 buy. & sa.
Hongkong Realty (a.p.)	\$5 buy.
H.K. Territorial (a.p.)	\$6 buy.
Humphreys Estates	\$134 sel.
Prince's Buildings	\$120 sel.
Rural Lands	\$7 sel.
Ewo Cottons	114.9 buy.
Oriental	114.3 nom.
Shanghai Cottons (old)	114.55 sel.
Do. (new)	114.57 sel.
Amalgams	\$11 buy.
Canton Ind.	\$74 nom.
Cement (combined)	\$14 nom.
Do. (old)	\$13 nom.
Do. (new)	\$14 nom.
China Buses	114.104 buy.
China Lights (combined)	\$144 buy. 14/144 sa.
Do. (old)	\$10 buy. 11 sel.
Do. (new)	\$10 7/8 sa.
China Providents	\$7 sa.
Constructions	\$3.10 buy.
Dairy Farm (a.p.)	\$10 nom.
Hongkong Electric	\$50 buy. 49 sa.
Macao Electric	\$40 nom.
H.K. Developments	25 cts. buy.
H.K. Buses (combined)	\$40 sel.
Do. (old)	\$134 nom.
Do. (new)	\$34 nom.
Hongkong Tramways	\$14 buy. 20 sa.
Lane Crawford	\$12 sel.
Mackintosh	\$214 nom.
Peak Tram (old)	\$17 buy.
Do. (new) (a.p.)	\$7 nom.
Sincere	\$11 sel.
Taxis	\$4 sel.
United Asbestos	\$25 nom.
Watsons (old)	\$12 sel.
Do. (new)	\$12 sel.
Wm. Forrester	\$10 sel.
Telephones	\$34 nom.

buy—buyers; sel.—sellers; sa.—sales; nom.—nominal.

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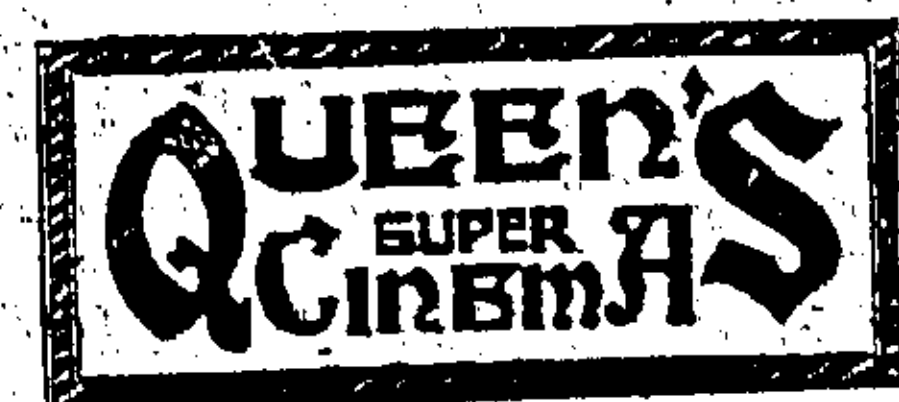
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5 oz.	2.50	Small Tin	.40
BOLMOFS	.50	SAUCISSON de LYON OLIVE per lb.	1.20
HERBINGS in White Wine Mark Bacle	.50	BLACK OLIVES	.70
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\$57.50 each

EARLY WARM BLANKETS

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MERINO COT BLANKETS.

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LOCAL SPORT.

FOOTBALL.

The following games are down for decision to-day:—

HONGKONG CHALLENGE SHIELD.

Junior—2nd Round.

East Surreys Reserves v. St. Joseph's, Sookunpoo "A" ground, at 2.45 p.m. Referee: Mr. Matthews.

R.A. Reserves v. Kowloon Reserves, Sookunpoo "A" ground, at 4.15 p.m. Referee: Mr. Davies.

2nd Round—Re-play.

East Surreys' Drums v. University "A", H.K.F.C. ground, at 2.45 p.m. Referee: Mr. Smyth.

HONGKONG LEAGUE.

Division II. "B."

East Surreys' Drums Reserves v. Moslem Club "A", Sookunpoo "B" ground, at 2.45 p.m. Referee: Mr. Lenoise.

FRIENDLY GAME.

Hongkong Club v. Hongkong Police, H.K.F.C. ground at 4.15 p.m.

There will be no senior league games until the Interport team returns from Shanghai.

Only one junior league game will be played to-day. The East Surreys' Drums Reserves will meet the Moslem Club "A" on the Sookunpoo "B" ground. The Moslem Club is expected to win.

There are three games in the junior shield competition. The University and Surreys' Drums meet in the re-play on the Club ground. Last week the game ended in a draw of two goals all. If necessary, extra time will be played to-day.

The other two shield games are to be played on the Garrison "A" ground. Should the Surreys Reserves maintain their league form, they should qualify for the semi-final against St. Joseph's. Kowloon and R.A. Reserves meet in the second round. Kowloon beat South China "A" by the odd goal in three in the first round in which the R.A. drew a bye.

HOLIDAY CRICKET.

There will be cricket both to-day and on Monday. To-day there are two Second Division League games and five friendly matches.

The match on the H.K.C.C. ground (H.K.C.C. v. The United Services) will be continued on Monday.

The week-end fixtures are as under:—

TO-DAY.

LEAGUE II.

Civil Service C.C. "A" v. Royal Engineers on the C.S.C.C. ground. University 2nd XI v. Royal Navy 2nd XI, on the University ground.

FRIENDLY.

Hongkong C.C. v. United Services, on the Club ground. Kowloon C.C. 1st XI v. Civil Service C.C. 1st XI, on the K.C.C. ground. Indian R.C. 1st XI v. University 1st XI, on the I.R.C. ground. Police R.C. v. Craigengower C.C., on the Police ground. Craigengower C.C. v. Hongkong Electric Co., on the C.C.C. ground.

MONDAY.

H.K.C.C. v. United Services on the H.K.C.C. ground (continued). K.C.C. v. H.K.C.C. 2nd XI, on the K.C.C. ground (all day). Craigengower C.C. v. Indian R.C., on the C.C.C. ground (all day).

FANLING HUNT MEETING.

PROSPECTS FOR STEEPLECHASES AT KWANTO ON MONDAY.

[BY ARGUS.]

The steeplechase meeting at Fanling on Monday promises to provide some good sport. There are five events on the card and big fields will be the order of the day.

The first race is timed for 3 p.m. and a special train will leave Kowloon at 1.15 p.m., arriving at Fanling at 1.50 p.m. Special tickets will be issued for this train at \$1.15 return first class, and 90 cents return second class. Booking at Kowloon Station only. No other tickets will be available.

A limited number of tickets will be served on the train. Cash sweeps will be in operation for each race and a homelike touch will be introduced into the proceedings by the presence of a "penciller," who, it is understood, will conduct business in the time-honoured fashion of the late Dick Daun.

The following may win:—
RACE I.—More Better.
RACE II.—Solly.
RACE III.—New York.
RACE IV.—Jambu or Drake.
RACE V.—A.B.

INTERPORT GOLF.

At Fanling to-day and to-morrow Hongkong play against Manila. On Monday and Tuesday it is probable that Hongkong will play Shanghai. On Wednesday and Thursday it is expected that Manila will play the Shanghai Club.

INTERNATIONAL GOLF.

An international golf match is to be played on Monday between the Lusitano Golf Club and the Japanese Golf Club on the latter's course at Shatin.

The following have been selected to represent the Lusitano Golf Club:—A. W. da Boza (captain), F. E. A. Remedios, E. D. da Roda, F. X. A. Remedios, J. M. A. Remedios, A. A. Lopes, A. H. da Silva, J. C. Baptista, O. M. S. Alves, A. C. Rotario, and M. A. A. Souza (reserve).

WU PEI FU AND RED MENACE.

DENUNCIATION OF FENG YU HSIANG.

FORMER SECRETARY OF DR. SUN IN SAME CAUSE.

Marshal Wu Pei Fu on the 5th inst. issued a circular telegram urging the menace of Bolshevism. He denounced Marshal Feng Yu Hsiang for being in secret alliance with the Bolsheviks and for encouraging Communist activities in China.

Marshal Wu demands the cessation of factional strife and a united front against the "Reds," insisting that the Bolshevik issue be made the issue of the moment.

Mr. Ma Soo, who was formerly Dr. Sun Yat Sen's Washington representative, has appealed to patriotic citizens to support Marshal Wu Pei Fu against Communism.

Mr. Ma Soo counsels intellectual honesty and mental sanity in the present critical times. He charges Bolshevik agents in China with poisoning the people's minds with pernicious doctrines and with corrupting the morals of the nation's youth with Russian gold.

AN ENVOY OF THIRD INTERNATIONAL.

BENJAMIN SVERDLOFF SHORTLY DUE IN PEKING.

CHINESE PRESS EXCITED AGAINST REDS.

Mr. Rodney Gilbert, writing to the N. C. Daily News, from Peking says:—The organizer of the new Peking branch of the Third International is shortly due here.

He is named Benjamin Sverloff, and is the younger brother of the late Jacob Sverloff, who was a member of the first Bolshevik Cabinet and is also sometimes held responsible for the Tsar's murder.

The Chinese press are so strongly criticizing the local leaders for permitting the Bolshevik antics of Hsu Chien, chairman of the Canton diplomatic delegation, that Marshal Feng Yu Hsiang has become alarmed and has sent a delegate to Peking suggesting to Hsu Chien that his Red associates should be suppressed. Their flight is reported to be imminent.

FAREWELL SHOW.

"NEW GLOBE TROTTERS" AT THEATRE ROYAL.

Dick Norton and his "New Globe Trotters" gave a farewell performance at the Theatre Royal last night, and thus concluded a very successful visit to Hongkong.

At the request of patrons their programme last night consisted of songs and items which were popular during their performance at the "Star" Theatre, Kowloon.

There was a good attendance which thoroughly appreciated the programme given.

QUEEN'S THEATRE.

An exceptionally attractive programme is provided at the Queen's Theatre this week-end.

Those who did not see Douglas MacLean in "Introduce Me" either on Thursday or yesterday, should not miss the opportunity of a good laugh by failing to visit one of the performances to-day, as the film is being screened for the last time this afternoon this evening. "Introduce Me" is a picture that everyone will enjoy. There is not a dull moment from start to finish. The awkward situation in which the hero finds himself when he has to climb a dangerous peak in the Alps in the guise of a famous mountain climber, whom he is unwittingly impersonating, or when he has to confess to "the" girl that he is a fraud, make extremely amusing scenes.

To-morrow (Sunday) "Charley's Aunt" will start on what is sure to prove a very successful run in Hongkong. The play that has been running in some part or other of the world for thirty-three years been converted into a no less attractive and amusing film. "The old lady has literally taken on a new lease of life" and the Theatre should be packed at every performance to see that inimitable comedian Syd Chaplin in this screen version of the famous play. Needless to say the picture as the play has done for years, provokes laughter that is unrestrainable. Early booking should be made to avoid disappointment.

BOXING.

A SINGAPORE FLYWEIGHT.

"Boy" Walley, the flyweight boxing champion of the Straits, will shortly be passing through Hongkong on his way to America. He has a fine record, and if Kid Alfred, the hard-hitting Filipino, is still in the Colony, a contest might be arranged between them.

HOCKEY.

The following will represent the Club against the H.K.S.R.A. at 5.15 p.m. sharp on Wednesday, February 17th, at the U.S.R.C.—S. H. Garrod, C. H. R. Oxlade, C. L. R. Becher, L. P. Ralph, E. J. R. Mitchell, E. W. L. Martin, H. Owen, Hughes, W. Woodward, G. P. Lammert, J. E. Noronha (captain), and G. E. Yallack.

On Wednesday, February 24th, at 5.15 p.m. the last Sim Shield match between the Army and the Club will be played at the U.S.R.C. After the match the Shield will be presented to the Navy, this year's winners.

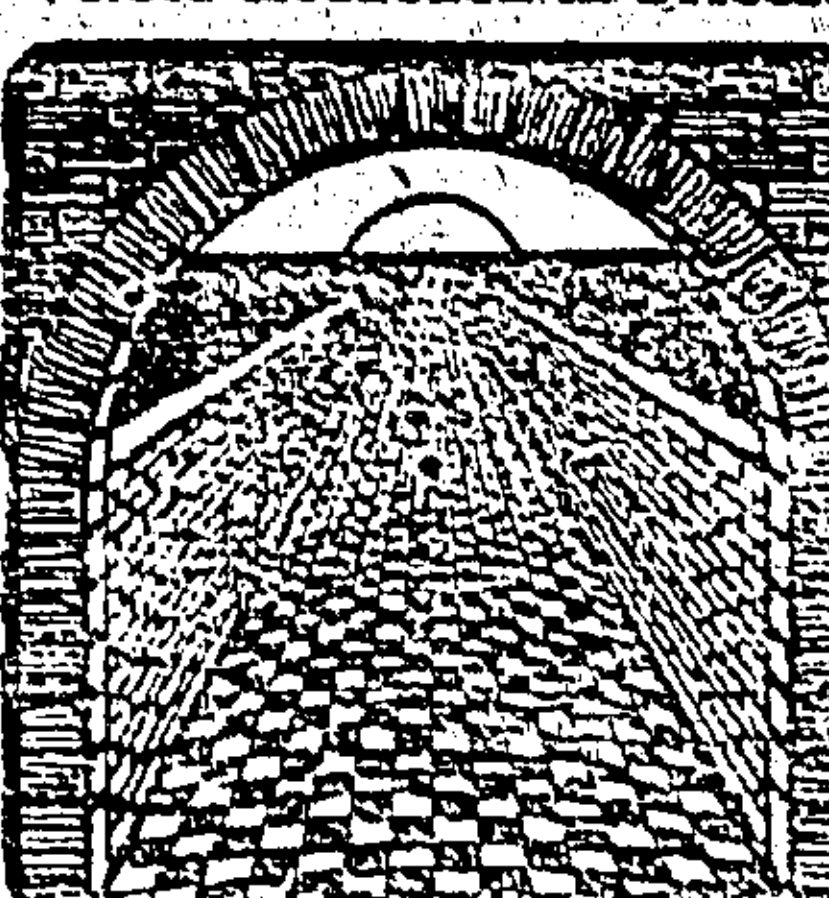
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At 9.15 P.M. on

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Prices— \$3, \$2 & \$1.

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FRESH FISH, CLEANED & READY FOR COOKING.

THE HONGKONG FISH STORE,

3149 A.P.B. 59, DES VOEUX ROAD CENTRAL. TELEPHONE 234.

Hongkong Weekly Press.

QUESTIONS IN THE HOUSE OF COMMONS, REPORTED BY CABLE, SHOW THAT INTEREST IN THE TRADE SITUATION OF SOUTH CHINA IS INCREASING RATHER THAN DIMINISHING.

The people at Home want details in order that they may fully understand the position. Those details are contained week by week in the HONGKONG WEEKLY PRESS. Copies should be posted to England regularly to all business men concerned in the commerce and shipping of the Far East.

The issue, published to-day, gives a review of the happenings of the past week and contains columns of detailed information which will be welcomed eagerly and read with interest.

32 Pages—Price 30 Cents.

SEND COPIES HOME

(On Sale by all Regular Newsagents.)

THE LONG-SUFFERING TAX-PAYER OF CANTON.

ANOTHER BURDEN SUGGESTED.
[FROM OUR CHINESE CORRESPONDENT.]

As the proposal for the issue of premium bonds to the amount of \$5,000,000 by the Government in Canton, part of the proceeds to be appropriated for Whampoa Port development, does not appear to be maturing, there is an agitation among the workers to get the Government to ask property owners, especially landlords, for another "loan," each to contribute a sum equal to his total monthly receipts from rentals. It is suggested that the tenants be ordered to pay their rents direct to the Government and then present their vouchers to their landlords for accounting purposes. This method of Government finance has been frequently resorted to in Canton. Under the Kuomintang régime, it has been done six times. Sometimes as much as \$1,380,000 can be raised in this way within a short time, usually a month.

WHAMPOA MILITARY ACADEMY.

PROPOSED CHANGE OF NAME.
[FROM OUR CHINESE CORRESPONDENT.]

Beginning with the Chinese New Year the Whampoa Military Academy, which in the last three years has almost entirely existed on a subsidy paid by the Soviet Mission to South China, headed by M. Borodin, is to have its name changed to "Central Politico-Military Academy," for the cadets are to be instructed in political as well as military science. The Academy will be enlarged to accommodate 3,000 cadets, instead of 600 for which it was originally intended. While Soviet finance and instructors will continue to assist the Academy, it is understood that General Chiang Kai Shek, Commandant of the Cadets, with the approval of the Kuomintang Military Council, will henceforth try to work with less reliance on outside direction and influence.

CONDITIONS AT CANTON.

[FROM OUR CHINESE CORRESPONDENT.]

Conditions in Canton City appear to be much improved. On February 10th only one murder was reported, Ho Sing Po, a Kuomintang Oil Monopoly agent, being shot, the culprit escaping. On the 9th, the strike pickets and the police had another fight, but it was not a serious one.

PIRACY OF THE "JADE."

GANG LEADER WHO KNEW BIAS BAY.

Capt. Maternati, of the s.s. *Jade*, interviewed yesterday, said that his vessel was seized at 2 p.m. on the 8th. The pirates who worked in groups of two or three were led by a chief, aged about 45.

Though his dress was shabby, like his companions, his manner bespoke great assurance. In Bias Bay when Capt. Maternati remarked that he feared there would not be sufficient draught for the vessel the pirate chief replied: "Have no fear on that account, Captain. You may not know it, but I have led ships in here before, and know what I am doing."

The place in Bias Bay to which the *Jade* was headed is known as Fan Lo Kong, a small inlet between the extreme points of which the pirates' junk passed with her loot. The junk was sighted at the entrance to the Bay and forced to come alongside. The junk was carrying pigs, and the pirates gave as their reason for seizing it, that the pigs were being taken to Hongkong.

MURDER IN THE NIGHT.

LAUNDRY MASTER AND SON STABBED.

The master of a laundry and his son were murdered in the early hours of yesterday morning at Sham Shui Po. According to Police reports, armed robbers entered the premises in Keelung Street about 2 a.m. An accountant was awakened by the noise the men made, and was accosted by a robber who threatened to kill him if he made any noise. One of the inmates managed to slip out of the house unobserved, and he gave the alarm. The robbers decamped, without having stolen anything, but when lights were switched on it was discovered that the master and his son had been stabbed. They were lying on the floor in pools of blood, and were found to be dead. The robbers left behind them two knives, a pointed instrument, and a number of gags and wires. The murder was reported at 5 a.m., and the bodies were removed to the Mortuary.

"EMPRESS" EMPLOYEES ROBBED.

OLD METHODS USED BY RICKSHA THIEVES.

Mr. H. M. Grossmayer, third steward of the *President Pierce*, and Mr. J. H. Oakers, a quartermaster of the same vessel, were victims of robbery on Thursday night. Mr. Grossmayer took a ricksha outside the Hongkong Hotel intending to take the "Star" ferry. The ricksha coolie, however, proceeded west, and Mr. Grossmayer being unacquainted with the place was not for some time aware of the fact that he was being taken in the wrong direction. He eventually realized it, and waved his hand, as an intimation to the coolie to return. The puller then suddenly dropped his shafts, and the passenger was precipitated into the roadway. A Chinese issued from a side street, and he and the coolie rifled his pockets and took from him a sum of \$10 in American money. The coolie then hurried away in one direction and the other man ran into another street. Mr. Grossmayer could not tell the police the name of the street in which he had been robbed, nor the number of the ricksha.

A COOLIE SENTENCED.

In the second case the ricksha coolie was caught, and appeared before Mr. Lindell at the Central Magistracy yesterday.

Mr. Oakers, in evidence said that he hired the ricksha in Wanchai and whilst he was paying his fare, the coolie snatched his wallet and ran away. He gave chase, and the coolie was stopped by a Chinese policeman, but when he was searched the wallet was not found in his possession. Some time later Sergt. Royesky searched the locality and some photographs formerly in the wallet were found near Spring Garden Lane. Complainant identified the defendant as the coolie whom he had hired.

Sergt. Royesky said that the wallet could not be found, but it was likely that the coolie threw the wallet into his ricksha, and while being chased a confederate would take charge of the ricksha and obtain the wallet. Defendant's ricksha was found across the road on the reclamation ground.

Defendant, who denied the charge, was sent to prison for three months.

THE S.S. "LIMCHOW"

DETAINED AT CANTON AND LATER RELEASED.

News of how the French s.s. *Limchow*, owned by a Franco-Chinese Company, and trading between Haiphong and Canton, was detained at Canton and later released has reached the Colony.

For the past few days there has been considerable discussion in Chinese business circles concerning a steamer which was said to have been heavily fined at Canton for calling at Hongkong.

It appears, however, that the *Limchow* was detained at Canton on the occasion of her last visit there in consequence of a report that she had put into Hongkong on her way from Haiphong, but this report was proved to be inaccurate, and the *Limchow* was released after having been detained for three days.

Representations were made to the Canton authorities by Messrs. J. Pannier & Co., the Canton agents for the steamer, that the *Limchow* although she formerly called regularly at Hongkong, had altered her schedule in order to comply with the new requirements. It appears that on the trip referred to the vessel went to Swatow before proceeding to Canton.

Upon this explanation the steamer was released following three days detention during which time she was not permitted to discharge her cargo. The steamer cleared for Haiphong again on January 31st.

Prior to the ban being issued against steamers trading with Canton making Hongkong a port of call, the *Limchow* used to put in here regularly, when she traded between Hongkong, Canton, Haiphong and other ports. Her local agents are Messrs. Sing Kee, of No. 55, Jervois Street, and they state that she has again gone to Haiphong and is expected to return to Whampoa on February 14th.

NEW YEAR CARNAVAL.

ANNUAL EVENT AT THE HONGKONG HOTEL.

More than three hundred people were present at the Chinese New Year's Eve Carnival at the Hongkong Hotel last night. The Roof Garden and a dining room were used for the carnival and were decorated in Chinese fashion. The Hotel Orchestra provided the music, and an excellent dance programme was gone through. A very enjoyable time was spent, and many of the *Empress of Scotland* tourists took the opportunity of attending the Carnival. At midnight, the conclusion of the Carnival, the usual long string of Chinese "Joan" crackers was fired off outside the Hotel.

THE B.A.T. COMPANY.

PROSPEROUS CONDITION OF GREAT CONCERN.

THE POSITION IN CHINA.

The twenty-third annual general meeting of the British-American Tobacco Co., Ltd., was held on Tuesday, January 13th, at the offices of the company, Westminster House, 7, Millbrook, S.W.1. Sir Hugo Cunliffe-Owen, Bart. (Chairman), presiding. The Chairman gave an exhaustive account of the company's sound position, as revealed by the fact that the net profit of the company exceeds five millions.

In the course of his excellent speech, the Chairman made the following reference to China. Starting with a sad note he observed: Ladies and Gentlemen.—It is with very great sorrow and regret that I have to inform you of the sudden death at sea of our senior Deputy-Chairman, Mr. A. G. Jeffress. Mr. Jeffress joined the company on its incorporation in 1903 as chief accountant, and, by reason of his outstanding abilities, was elected a director in 1906 and made a Deputy-Chairman in 1913. On October 8th last, owing to the troublous times China is passing through, Mr. Jeffress left London to look after your interests in that country. On December 8th he left Shanghai for London, apparently in the best of health. On December 22nd we received a cable stating that he had died suddenly at sea of heart failure. His death, as you will readily understand, was a terrible shock to every one in your head office, and particularly to those of us who have been associated with him in building up this business since 1903. He was universally respected, admired and loved, not only by his colleagues on the Board and employees of your company, but also by the directors and managers of the associated and allied companies. I am sure you will all join with me in expressing our sincere sympathy to his widow and family. Since the last annual meeting, Mr. Neil Joseph Sweeney has been elected to the Board to fill a casual vacancy.

AN OPTIMISTIC NOTE.

Then later the Chairman made the following happy reference to the China position by saying: "I understand that many rumours have been current as to our review; and you will no doubt wish me to make a few remarks as to the position of British-American Tobacco Company (China), Ltd., a company in which we are by far the largest shareholders. It is common knowledge that China has been greatly disturbed during the past year, and at the moment no one can foretell the outcome with any certainty. The Chinese are trying to evolve a new form of government and a new basis of relationship with their foreign neighbours. With two such problems on their hands we cannot expect quick results in so vast a country. But there is a background of stability and practical experience in China which has enabled her to weather similar storms for many centuries; and, though patience will be necessary and possibly a period of readjustment, I have every confidence that China is moving forward steadily as a great commercial and industrial country where there should be a constantly expanding market."

Speaking from my personal point of view, I would just as soon do business in China as in any country I know. The Chinese merchants are honest, they are extremely intelligent, and they are very reliable; the factory workers are industrious and easy to get on with and the great masses of the people, who are the customers of the China company, have the good sense to know when they are getting value for their money. Those are the sort of customers we like. The nature of the China company's business brings it into constant relations with the Chinese authorities, and though, like everyone else, it has met difficulties and disappointments during this period of political upheaval and reorganisation, we can recall with satisfaction a long record of good relations, of reasonable and honourable dealing on the part of those authorities. And we have every hope that the China company will receive a square deal and businesslike treatment in the future.

TOBACCO DUTIES AND TAXES.

An International Tariff Conference is now sitting at Peking for the consideration, among other things, of the future duties and taxes on tobacco products. There is no doubt in my mind that, as a result of that Conference, the present rates of taxation on imported and domestic cigarettes and tobacco will be increased. That need cause us no anxiety, for it is a fact, though it is not very generally recognised, that the interests of Governments and of the manufacturers of tobacco products are identical. In every country in the world where the taxation of tobacco products produces a maximum yield to the revenue of the Government, the manufacturer and the seller perform the useful function of inexpensive and effective tax-gatherers on behalf of the State. The regulation of tobacco taxation is a very delicate and technical question. The best possible revenue can be obtained only by having exactly the right sort of price, and price depends largely on taxation. Sudden increases and fluctuations of price immediately check consumption and reduce revenue. A substantial and expanding revenue from tobacco can only be secured from a trade which rests on solid, businesslike foundations, and those foundations are largely dependent on reasonable, regular and inclusive rates of taxation. Irregular taxation kills trade and Government revenue. Unduly high prices kill trade and Government revenue, and we have had practical examples of both these truths during the recent disturbances in China and in other parts of the world at various times. Increases of price must not be sudden, though they may be progressive. Prices must be proportionate to the spending power of the consumer, which is still very low on the

ILLICIT OPIUM.

A \$9,680 FINE.

A man arrested during a raid carried out by R.O. Lanigan at No. 454, Shanghai Street, on Thursday, was charged with the possession of illicit opium valued at \$968. Defendant admitted both charges and was fined \$9,680, or, in default, twelve months' imprisonment with hard labour.

mainland of China. You cannot compare the cheap cigarette smoked by the poorer classes, and a necessity to them, with the expensive cigars and choice wines used by the wealthier classes. The former are a necessity and not a luxury, while the latter can only be classed as luxuries. While the cheap cigarette will be a revenue producer if reasonably treated, it cannot bear the same treatment as real luxuries.

I have such faith in the sound sense of the Chinese that I do not believe they will favour unbusinesslike taxes on tobacco products, either now or in the future. The Chairman concluded by observing that with their excellent material and their efficient staff to create the necessary management, they hoped that they might be able to reap their just rewards in the future. Therefore, while the figure of \$5,000,000 was a very satisfactory one, he was sure he was voicing the sentiments of his colleagues as well as of himself when he said that they were by no means satisfied with that figure, and that they wanted to have the pleasure of coming before the shareholders every year, in circumstances permitted, with perhaps a little more. (Applause.) The proceedings then terminated.

A PLEA OF DRUNKENNESS.

SEAMAN WHO SMASHED TRAM WINDOWS.

Before Mr. Lindell at the Central Magistracy yesterday, Able Seaman W. Barnes of H.M.S. *Iroquois*, was fined \$5 and ordered to pay \$15 damages for breaking panes of glass on two tram-cars on Thursday night.

Defendant pleaded that he had had too much drink.

Inspector J. Ogg, said that defendant stopped a tram-car near the Naval Cantonment, and smashed two panes of glass by throwing his fist through them. He later smashed three panes of another tram-car outside the Soldiers' Club. Each pane was valued at \$3, but, except for the damage, the Tramway Co. were not pressing the charge.

In fining defendant, Mr. Lindell remarked that the fact that he was under the influence of liquor was no excuse for his actions.

SIR CHARLES ELIOT'S FAMOUS LIBRARY.

SOLD TO TOKYO UNIVERSITY.

The Tokyo correspondent of the *N. C. Daily News* says:—

The library of Sir Charles Eliot, 3,500 running into something like 3,500 volumes, has been purchased by the Tokyo Imperial University, which lost its entire library in the seismic fires that followed the earthquake of 1923. The Tokyo Imperial University is said to have paid £100,000 for Sir Charles' literary treasures, which consist almost entirely of works, both Oriental and Occidental, dealing with philosophy. The delivery of the books commenced on December 14th and was completed just before His Excellency left.

The acquisition of Sir Charles' library goes a long way towards restoring to the Tokyo Imperial University the library it had before the earthquake, and Sir Charles has, at the same time, left behind in Japan a monument which will cause him to be long remembered.

NAVAL NOTES.

The cruiser *Vindictive*, Captain Ronald Howard, finished refitting at Devonport Dockyard on December 31st, and is to leave for the China Station early this year to relieve the *Concord*, which has been lent to this station from the Mediterranean since the return of the *Diamond*. The *Vindictive* was commissioned in April last after being recon-ditioned as a cruiser at a cost of about \$340,000, following her use as an aircraft-carrier. She has since been undergoing alterations.

The following appointments were made by the Admiralty on January 2nd:—Comdr. Gunner J. H. Candy, to *Titanium* (January 28th). Wt. M.A.A.—H. T. Fullbrook, to *Tamar*, addl. (January 25th), and as Mail Officer (from date of joining).

The following appointment was made by the Admiralty on January 5th:—Comdr.-Engr. R. Coxon to *Bluebell* (on relief). As second-in-command of the cruiser *Concord*, now in China, Commander R. C. F. Ryan will be relieved by Lieut.-Commander E. H. Hopkinson, from the battleship *Resolution*.

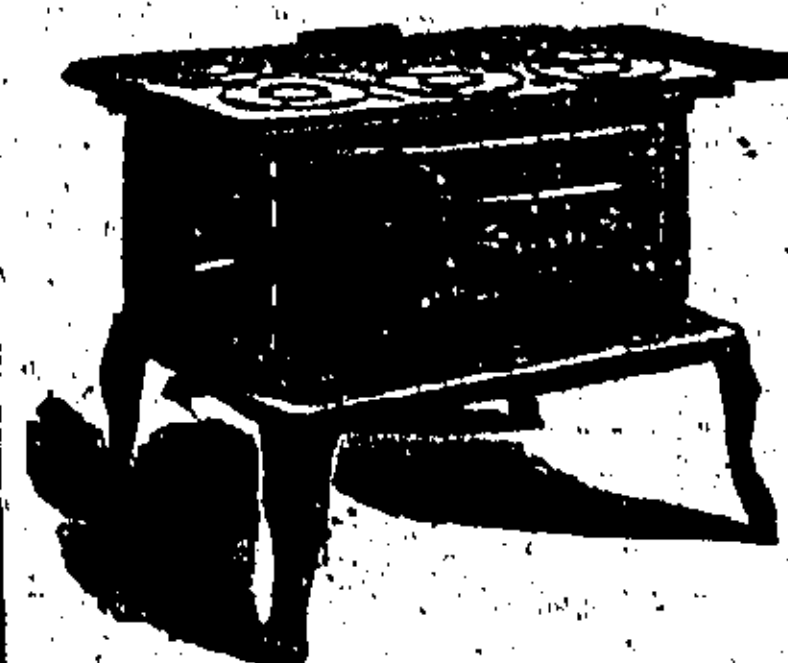
The following appointment was made by the Admiralty on January 7th:—Wt. Shipt. W. D. Sheer (act.), to *Durban* (January 15th).

The appointment dates from January 12th of a new commanding officer to the sloop *Hollyhock* in China, Commander A. C. Peace, who was awarded the D.S.O. in 1916, when in command of the destroyer *Acorn*, has had two years in the *Hollyhock*, and is to be succeeded by Commander R. B. T. Miles, from the operations division at the Admiralty. During the recent disturbances in China the *Hollyhock* has been at Hankow, Nanking and Tientsin.

The following appointment was made by the Admiralty on January 11th:—Lieut. R. J. Harrison to *Weymouth* (January 15th).

LANE, CRAWFORD, LTD.

There may be other "DOVER" Cookers but there is ONLY ONE BONNYBRIDGE DOVER.



No. 6 7 8 9
\$55. 65. 75. 100.

Extra for C. I. Boiler

27.50 30.00 32.50 35.00

A full range of spares in stock

Cast Iron Cooking Utensils.



Saucepans
2 4 6 8 10 12 pts.
2.75 3.75 4.75 5.75 6.50 7.00

Kettles
6 8 10 12 14 pts.
7.00 8.50 9.50 11.50 12.50

Oval Rice Boilers
3 4 6 10 Gals.
10.00 11.50 14.50 24.00 each

The Golden Rule of Good Cooking is "USE CAST IRON UTENSILS"

IF YOU BUY BY COMPARISON YOU WILL NATURALLY CHOOSE CONKLIN'S

PENS, PENCILS & UTILITY SETS.

Sole Agents:

THE WING ON Co., Ltd.

PRACTICE DANCES

IN YOUR OWN HOME WITH

COLUMBIA RECORDS.

9011 EIGHTSOME REEL
FOURSOME REEL

214-5—CITY OF PLEASURE LANCERS
3193-4 SAVOY

AT

ANDERSON'S.

WM. POWELL, LTD.

TELEPHONE C. 478.

We have received a Small Collection of DAY AND EVENING GOWNS CLOAKS FANCY BAGS.

To be smartly shod wear BECTIVE SHOES.

NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

MARCH 1st, 2nd, 3rd AND 6th.

TICKETS OF ADMISSION to the Public Enclosure may be obtained from Messrs. KELLY & WALSH or at the GATE. Price—\$3 Per Day. Soldiers and Sailors in Uniform—\$1 Per Day. No one Admitted without a Ticket to be shown to the Ticket Inspector at the Gate. LINSTAD & DAVIS, Treasurers. [3192]

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

MARCH 1st, 2nd, 3rd AND 6th.

MEMBERS have the privilege of introducing Two Non-members to the Members' Enclosure. A Limited Number of Tickets are available and may be obtained from Messrs. LINSTAD & DAVIS, Alexandra Buildings on or before SATURDAY, FEBRUARY 27th, 1926.

Price—\$10 Per Day or \$30 for the Meeting. LINSTAD & DAVIS, Treasurers. [3199]

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

MARCH 1st, 2nd, 3rd AND 6th.

THE Stewards request the pleasure of the Presence of the Ladies at the Races. [3190]

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

MARCH 1st, 2nd, 3rd AND 6th.

PASSES for SERVANTS will be issued on Application to Messrs. LINSTAD & DAVIS, Alexandra Buildings. No Servants will be allowed inside the Enclosure of the Race Course during Race Days WITHOUT TICKETS. These Tickets are only available for Servants while in Attendance on their Employers or when On Duty at the Various Stands.

Any Chinese found loitering about with Servants' Passes in their possession will forfeit them and holders will be Removed from the Enclosure. C. B. BROWN, Secretary. [3191]

HONGKONG JOCKEY CLUB.

MEMBERS' BADGES of ADMISSION are Now Ready and may be obtained by those Members, who have not already received them, from Messrs. LINSTAD & DAVIS, Alexandra Buildings. Members are Reminded that these Badges will also Admit them to All the EXTRA RACE MEETINGS This Year. C. B. BROWN, Secretary. [3193]

NORTH CHINA INSURANCE CO., LIMITED.

SCRIP LOST.

SCRIP CERTIFICATE of SIX SHARES Numbered 6655 to 6660, registered at the Head Office in the Name of WING SUN SUN Has Been Declared to be LOST or MISLAIN, and Application having been made to the Court of Directors for a Duplicate, NOTICE IS HEREBY GIVEN that unless the said Certificate be presented or any objection lodged at the Office of the Company in Shanghai on or before the 3rd MARCH, 1926, a New Certificate will be issued.

By Order of Court of Directors, C. M. G. BURNIE, General Manager. Shanghai, 3rd February, 1926. [3188]

BANQUE INDUSTRIELLE BONDS.

THE CREDITORS of the BANQUE INDUSTRIELLE DE CHINE are informed that the GOLD DOLLAR BONDS to which they are entitled in Settlement of their Claims are held at their Disposal.

These Bonds will be delivered either to the Creditor himself or to a Person duly authorised by him, all Identity Proofs being Strictly Required.

Bonds will be available for Distribution to Owners whose Names commence with the letters A and B on FEBRUARY 17th and 18th and with C on FEBRUARY 19th and 20th. [3194]

S.S. "GASCOGNE"

(WEST AUSTRALIAN STEAM NAVIGATION CO., LTD.)

LEAVING HONGKONG FOR

WEST AUSTRALIAN PORTS VIA

SINGAPORE

ON OR ABOUT

17th FEBRUARY.

EXCELLENT PASSENGER ACCOMMODATION.

For Freight and Passage, Apply—

JARDINE, MATHESON & CO., LTD.

Agents. [3184]

INTIMATIONS

THE EASTERN EXTENSION AUSTRIA & CHINA TELEGRAPH COMPANY, LIMITED.

(INCORPORATED IN ENGLAND.)

HONGKONG STATION.

THE PUBLIC are Requested to Ignore any Applications for CHINESE NEW YEAR GRATUITIES from our Messengers, or any Posing as such. E. A. LEGGATT, Superintendent. Hongkong, 12th February, 1926. [3196]

GREAT NORTHERN TELEGRAPH CO., LTD., OF DENMARK.

HONGKONG STATION.

THE PUBLIC are Requested to Ignore any Application for CHINESE NEW YEAR GRATUITIES from our Messengers or any Posing as such. E. V. JESSEN, Superintendent. Hongkong, 11th February, 1926. [3195]

HONGKONG ST. ANDREW'S SOCIETY.

ANNUAL BALL.

MEMBERS are Reminded of the following Dates—

1st REEL PRACTICE—FRIDAY, 19th FEBRUARY, 5.30 to 7 P.M.

2nd REEL PRACTICE—TUESDAY, 23rd FEBRUARY, 5.30 to 7 P.M.

BALI—

FRIDAY, 26th FEBRUARY, 9.30 P.M.

Those who have already handed over the 1st Practice Dance Tickets will be Admitted by presenting the 2nd Practice Dance Tickets. Suitable Arrangements will be made for Admission to the Practice Dance to be held on 23rd FEBRUARY.

Members are also Reminded that they will be liable for Subscriptions as previously instructed unless the Hon. Secretary is Notified in writing of any Changes on or before TUESDAY, the 23rd INST.

A. K. MACKENZIE, Hon. Secretary, c/o Messrs. HOLYOKE, MASSEY & Co., Ltd., Queen's Building, (Tel. C. 2492) Hongkong, February 11th, 1926. [3183]

PARTICULARS AND CONDITIONS OF SALE.

OF THE

VALUABLE HOUSEHOLD PROPERTY

Situate and being

SECTION A, B, C, AND THE REMAINING

PORTION OF KOWLOON MARINE LOT NO.

84 AND A MOLETT OF KOWLOON

PERMANENT PIER NO. 4

TO BE SOLD

BY ORDER OF THE MORTGAGEES

ON

WEDNESDAY, THE 24th DAY OF

FEBRUARY, 1926,

AT 3 O'CLOCK P.M.

IN ONE LOT.

BY

Messrs. LAMBERT BROTHERS,

Auctioneers,

At Their Auction Rooms, No. 5,

Duddell Street.

The Property consists of—

First all these pieces or Parcels of

Ground situate at MONGKOTSI in the

Dependency of KOWLOON and Colony of

HONGKONG and registered in the Land

Office as Sections A.B.C. and the REMAINING

PORTION OF KOWLOON MARINE LOT

No. 84 (being the whole of the Premises

comprised in the Crown Lease of Kowloon

Marine Lot No. 84) with the Buildings

erected thereon and secondly a Moiety of

One Equal Undivided Half Share of and

in the right of Freeing and Maintaining a

Pier over the Crown Foreshore and Crown

Land shown on the Plan Annexed to the

Crown Lease of Kowloon Permanent Pier

No. 4.

The Property First described contains a

Total Area of 80,307 square feet, or thereabouts,

and is held under a Crown Lease for the Term

of 75 years Renewable for a Further Term of

75 years.

The Crown Rent payable in respect of Sections

A, B, C, and the Remaining Portion of

Kowloon Marine Lot No. 84 is \$22 per annum

and in respect of the Moiety of Kowloon

Permanent Pier No. 4, \$150 per annum.

Particulars and Conditions of Sale may be had from—

Messrs. DEACONS,

Vendors Solicitors,

1, Des Vaux Road Central,

OR FROM

Messrs. LAMBERT BROTHERS,

The Auctioneers,

Hongkong, 11th February, 1926. [3179]

NOTICE.

NOTICE IS HEREBY GIVEN that Mr. WILLIAM TAM is No Longer in the Service of Our Firm and that the Power given him in Signing Per Procuration is CANCELLED From This Date.

CHINA TRADING AGENCY.

Hongkong, 10th February, 1926. [3176]

NOTICE.

THE CHINA LIGHT & POWER CO. (1918) LTD. beg to Notify their Consumers that owing to Alterations in the Generating Station the Supply of Electricity will Not be Available between the Hours of 9 a.m. and 5 p.m. on SATURDAY, THE 13th FEBRUARY.

SHEWAN, TOMES & CO., General Managers. [3170]

INTIMATIONS

FANLING HUNT STEEPLECHASES.

CHINA NEW YEAR MEETING.

MONDAY, FEBRUARY 15th, 1926.

First Ball (Saddling Ball) 9.40 P.M.
Second Ball 9.55 P.M.
Entrance to Subscriber's Enclosure \$ 2.00
Motor Cars can park in the Enclosure at \$ 5.00 per car
Cars arriving after 9.45 P.M. will not be admitted to Enclosure until after the First Race.

The Masters of the Hunt request the pleasure of the presence of the Ladies at the Races.

Special Express train to the Races leaves Kowloon at 1.15 P.M.—

First Class (Return Fare) \$1.50

Second Class (Return Fare) \$0.90

Busses and Jimmy Cars for the Course will meet the Train.

Cash Sweep Through Tickets can now be obtained from

Mr. U. RUMJAHN.

[3161]

WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be Received at the Office of the O.C., B.A.S.C., Headquarters Office, Victoria Barracks, Hongkong, until 12 o'clock Noon on the Date stated, for the aforementioned Service for a Period of 12 Months from 1st APRIL, 1926.

BARRACK SERVICES.

22nd FEBRUARY, 1926.

Tender forms and any Necessary Information may be obtained at the above Office between the Hours of 10 A.M. and 1 P.M., DAILY, Except SUNDAYS. [3176]

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND SIXTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 4, Des Vaux Road, on TUESDAY, 16th FEBRUARY, 1926, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 24th FEBRUARY, to TUESDAY, 16th FEBRUARY, 1926, both days inclusive, during which Period No Transfer of Shares can be registered.

By Order of the Board of Directors.

JOHN ARNOLD, Secretary.

Hongkong, 26th January, 1926. [3191]

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN THAT THE ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS of this Company will be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 20th FEBRUARY, 1926, at 11 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ended 31st DECEMBER, 1925.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th FEBRUARY to the 22nd FEBRUARY (both days inclusive), during which Period No Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 3rd February, 1926. [3143]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN THAT THE ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at CURR HALL, Hongkong, on SATURDAY, the 27th FEBRUARY, 1926, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the Year ending 31st DECEMBER, 1925.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 15th FEBRUARY, to SATURDAY, the 27th FEBRUARY, 1926 (both days inclusive), during which Period No Transfer of Shares can be Registered.

By Order of the Court of Directors, A. E. BARLOW, Chief Manager.

Hongkong, 8th February, 1926. [3160]

RUPERT WILLIAM BROADLEY (DECEASED).

ALL Persons having Claims against the Estate of RUPERT WILLIAM BROADLEY, late Lightkeeper in the Chinese Customs Service who died at Howat, SHANTUNG, on November 21st Last, are hereby Required to Forward Same on or before 31st MARCH, 1926, to the Under-signed, who has been appointed by H.M. Consular Court at Chefoo to administer the said Estate as an Officer of Court under Edict 295 (1) of the Chinese Rules of Court 1905.

No Claims against the Estate received by the Under-signed after 31st MARCH, 1926, will be considered.

Persons owing Money to the Estate are Required to Pay Same to the Under-signed on or before 31st MARCH, 1926.

J. MILBANK.

H.B.M. Consulate, Chefoo, 1st February, 1926. [3169]

DEBBINGTON.

HIGH CLASS PRIVATE HOTEL.

8, PAKE ROAD. TEL. CENTRAL 4484. [3066]

INTIMATION

WATSON'S

Celebrated

DRY GINGER

ALE

Its unique 'dryness' delightful aroma, and rich flavour are features which give this beverage the IMMENSE POPULARITY it deserves.

It has been repeatedly declared by travellers, tourists and others, that WATSON'S DRY GINGER ALE is UNEQUALLED by any similar product throughout the world.

"PYERIS"

SPARKLING MINERAL WATER.

A Delicious Table Water, healthful and refreshing. Surpassing in quality the celebrated European Spa Waters.

Blends excellently with Wines and Spirits, especially Whisky.

IN QUARTS, PINTS & SPLITS.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

ESTABLISHED 1841.

[50]

BIRTHS.

BUYERS.—At Shanghai, on February 7th, to DUCIE EVELYN, wife of W. NICOLL.

BUYERS, a daughter.

DRUMMOND.—At Shanghai, on February 7th, to Mr. and Mrs. J. S. DRUMMOND, a daughter.

MARRIAGE.

CROMPTON—DAVIS.—At Shanghai, on February 6th, ARTHUR LEONARD CROMPTON (S.M. Police), to LILY MAY DAVIS, daughter of Mr. J. W. DAVIS, of Shanghai.

DEATH.

DAVID.—At Shanghai, on February 6th, SALEM SHALOM DAVID, aged 75 years.

Hongkong Office: 14, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, FEBRUARY 13TH, 1926.

TRADE OUTLOOK IN GREAT BRITAIN.

It is highly agreeable to see in the English newspapers that a hopeful spirit has taken the place of the gloomy pessimism which previously received unjustifiable prominence. For many months during 1925 public speakers and writers seemed to take an unholy joy in proclaiming to the world that the country was in a bad way and might never recover—unless! The qualification as a rule was a pretext to introduce some scheme or policy which the speakers or writers proceeded to expound as a means of national salvation. We are well within the mark in saying that most of these JEREMIAHS had a political inspiration. Usually the Government was held responsible for all or most of Britain's industrial woes, although it was patent to the trained observer who cared to reflect upon the subject that post-war conditions of trade and industry are due to causes and circumstances beyond the control of any Government. Still, there was the fact; the Government was made the

scapegoat. The reason is by no means obscure. It may be noted that in these days there are popular journals at home, with enormous circulations, whose proprietors aspire to direct Government policy through the columns of their papers. Lord KAVENAROOK in a book recently published under the title "Politicians and the Press" proclaims the fact with the most engaging candour. It is what he himself has striven to do since he left Parliament and entered Fleet Street through the doors of the Daily Express; and, of course, there are others representing "Big Business" whose claim to direct public opinion seems to rest—not on the traditional grounds of long journalistic training and experience in dealing with public affairs, but on an enormous balance at the bank.

With trade in a bad way, as it undoubtedly was last year, nothing could be simpler than to hold Ministers to account. Any stick at any time is good enough with which to belabour a Government, and trade depression was a very handy weapon. When you come to think of it, there is scarcely any phase of activity in the wide field of industry regarding which, if things go wrong, a Government cannot with a little ingenuity be held blameworthy. If there is a big strike the Government ought to have prevented it; if exports in certain directions fall away the Government should do something to foster enterprise; if imports of particular commodities are "dumped" in Britain the obvious thing is to call for tariffs. There is no limit to the range of criticism; and whatever else the Conservative Government now in power have to complain of, they certainly cannot plead any lack of criticism in regard to their policy—or want of a policy—where trade is concerned. To this line of attack it is exceedingly difficult to make effective reply, and, moreover, it is bound to appeal to some disgruntled sections of the community. The most that Ministers can hope for is that the critics will wear themselves out—run short of argumentative ammunition, as it were—and for the rest leave time and the course of events, coupled with the sense of fairness of the British people, to justify them. This is precisely what has happened. The bombardment has entirely ceased. But while it continued unfortunately a great deal of harm was done abroad to the fair fame of British industrial energy, resource, and enterprise. Foreigners who never can understand the inner meaning of the play of forces in our domestic politics took the lamentations of the Press over the decay of British industry at their face value, blissfully unconscious of the fact that this newspaper pessimism (with a capital P) was only a political battering ram directed against Downing Street.

However, as we have said at the outset, a hopeful spirit prevails in 1926. There is now a different outlook. Instead of a dismal gloom, which is usually futile and sometimes disastrous, the newspapers are eager to "feature" news of any improvement in trade. Like the prophet Balaam, whose name is associated with that of an ass, those who went out of their way to curse, are willing to bless. There is welcome intelligence week by week of orders from overseas. We learn that in England in trade and commercial circles there is an undefinable feeling that manufacturers have turned the corner at the bottom of the long road of trade depression. This is not to say that there is any undue optimism, but there is what may be called a feeling of quiet confidence. And this is undoubtedly the right attitude. Public men in a position to speak with authority on the subject are giving the country a lead. Mr. A. M. SAKUL, M.P., Parliamentary Secretary of the Overseas Trade Department of the Government, writing on the industrial outlook for the New Year, states that our present position is not so parlous as it seems, though the future is not free from grave difficulties.

"There are grounds," says Mr. SAKUL, "for hoping that the coming year may bring an increasing demand for manufactures from overseas markets." There are solid grounds for saying this. Canada has had a splendid crop. In India the succession of favourable monsoons and the consequent prosperity of the ryot has led to an accumulation of latent purchasing power which only awaits a reduction of the present relatively high prices of cotton goods—prices in which the record American crop should make possible an appreciable reduction. In Australia conditions have been very favourable. The South African outlook is reported to be better. In Argentina business conditions are encouraging, and on the Continent crops have generally been excellent. A reduction in the price of the finished product in Great Britain is urgently needed. It is recognised as a condition precedent to a resumption of trade on a big scale. The employers are conscious of it—they have been for a long time—and the Trade Unionists are now happily admitting that it is also up to them to help on their part. Labour leaders have recently spoken in this sense, and this, when everything is said, is perhaps the most encouraging augury for the future.

A Chinese woman, of No. 12, Wunam Street, Aberdeen, reported to the police on Thursday that while she was absent from her house, a thief entered and decamped with money and jewellery, to the value of \$350.

Hongkong is to be visited shortly by Signora Rilda Maria Vallarino, who will give an operatic recital at the Theatre Royal on Tuesday, February 23rd, at 8.15 p.m. prompt. Bookings can be made at Messrs. Anderson's.

On Thursday night Hongkong doctors entertained at dinner, at the Hongkong Hotel, Sir Arthur Mayo-Robson, the eminent British surgeon, who is one of the world tourists on the Empress of Scotland.

An enjoyable and well attended dance under the auspices of the dance committee of H.M.S. Ambrose was held in the R.E. Theatre, Wellington Barracks, last evening. Dancing began at 8.30 and continued until a late hour, the music being provided by the Titania's cymopated orchestra.

Many friends in Hongkong who remember Engineer Rear-Admiral Rouse, C.B.E., who was stationed in Hongkong at the time the war broke out, will be interested to learn of the marriage of his younger son, George Leslie, to the only daughter of Professor and Mrs. Brame, of Blackheath.

The Hongkong St. David's Society has decided to celebrate St. David's Day by a dinner, with a musical programme, at the Hongkong Hotel on March 1st—not a drape, as inadvertently stated yesterday. It was further decided that a wreath should be placed on the Cenotaph about 11 o'clock on that day.

The second ladies' night at the European Y.M.C.A., Kowloon, is to be held next Thursday. A pleasant evening is assured, for in addition to an excellent music and song programme being arranged, there is also to be another novel competition. There will also be staged a sketch, in which Mr. J. H. Hunt (the Secretary of the European Y.M.C.A.), Mr. J. C. Lay and Dr. G. W. Hollings will take part.

Mails from the United Kingdom and Europe via Siberia were brought by the s.s. *Kashima Maru* yesterday. Out of a total of 302 bags landed, 20 bags of letters were from the United Kingdom. The remainder of the mail was from Shanghai. To-morrow a London and Europe mail (dated London, January 14th) via Negapatam is due on the s.s. *Lai Sang*; while on Monday papers from the United Kingdom of the same date of despatch should arrive on the s.s. *Taima*.

Members of the European Y.M.C.A., Kowloon, are hoping that Sir Arthur K. Yapp, the Secretary of the National Y.M.C.A. Council, who has announced his intention of visiting the Far East in the near future, will call at Hongkong during his tour. Sir Arthur is to visit Singapore and Shanghai, but it is not yet known whether he will call at Hongkong, although it is practically certain that he will pass through the Colony on his way to the Northern port. A visit from such an eminent Y.M.C.A. official would be anticipated with much pleasure by all the members of the most recent addition to the world-wide organisation of the Y.M.C.A.

We have already remarked that the China New Year Fair in the neighbourhood of Jervois Street and Bonham Strand suffered in comparison with the Fairs of former years. At a rough estimate we should think the number of stalls in the streets did not amount to a fourth of the usual number. Hitherto a large number of them came down from Canton for the "harvest," but the conditions created by the Strike Committee at Canton made that impossible, at least inadvisable this year. It is Canton's loss, not Hongkong's. A noteworthy feature of the Fair this year was what seemed to be the unusually large number of vendors of flowers and plants, especially orange and kumquat trees in pots.

Kung He Fat Choy!

Owing to the China New Year holiday the next issue of the *Hongkong Daily Press* will be on Tuesday morning.

CABLE AND WIRELESS NEWS.

[BRITISH WIRELESS SERVICE.]

BIGGER SHIPS.

HARLAND AND WOLFF TO BUILD LARGEST.

Rosby, February 11th.
It was stated in Belfast to-day that the firm of Harland and Wolff, Ltd., Belfast, are negotiating with the White Star Line to build the largest liner in the world.

The new vessel is to be nearly sixty thousand tons gross register and will exceed in dimensions the *Majestic*, the present largest vessel, which also belongs to the White Star Company. The *Majestic's* gross tonnage is 58,551.

Like the Royal Mail boat *Astoria* the new giant liner will be motor-driven. [The *Majestic* (ex *Bismarck*) is 815ft. in length, 100ft. in breadth, and 86ft. in depth. Her speed is 28 knots, and she was built in 1921.]

ANOTHER SEA EPIC.

GRIMSBY TRAWLER'S BRAVE ACTION.

Rosby, February 11th.
The story of another gallant rescue at sea is told to-day. At imminent peril to their own lives the crew of the Grimsby trawler *Irene May* (216 tons) saved the crew of thirteen of the Norwegian steamer *Imica* (684 tons).

The *Imica* left Blyth bound for Norway. She encountered a heavy gale. Everything on deck was swept away, and the steamer sprang a leak. She began to sink, and drifted helplessly. She was sighted by the *Irene May*, which immediately attempted a rescue though she had herself suffered by the gale.

Two lifeboats were lost, but the Norwegian crew got off in the third, and were taken on board with great difficulty. Soon afterwards the *Imica* sank.

The trawler then made for Stavanger, where she landed the Norwegians. The British seamen were enthusiastically feted.

[THROUGH REUTER'S AGENCY.]

GERMANY AND LEAGUE COUNCIL.

Berlin, February 11th.
Reports that "intrigues" on the part of certain Governments extend to permanent membership of the League Council have aroused considerable interest. In the absence of official comment it is left certain that Germany would regard it as disloyal and contrary to diplomatic custom to invite Germany to join the Council and then drastically to alter its composition. It is understood that the Government is of opinion that Germany must be given a permanent seat on the Council, which must not otherwise be increased.

A QUESTION BY MR. RAMSAY MACDONALD.

London, February 11th.
Arising out of reported moves inspired by France in connection with Germany's application for admission to the League of Nations Mr. Ramsay MacDonald, in the House of Commons Chamberlain, who, replying, said the application, as probably was inevitable, opened up the whole question of the composition of the Council. It had led to claims from other quarters, but until the arguments were heard it would be impossible to reach a final decision as regards the course that would best serve the interests of the Council and the League. He would make a further statement before his departure to attend the Council in March, if possible, but he thought that as a good deal of difference of opinion must at first exist, it would defeat the whole object of the forthcoming meetings and destroy the League's usefulness and influence, if representatives were bound in advance by rigid instructions which would render common agreement impossible.

The only addition which he (Sir Austen) was willing to make to the foregoing statement was that more than two other Powers had applied for seats on the Council.

MUSSOLINI'S OUTBURST.

TRAGIC SEQUEL IN BERLIN.

Berlin, February 11th.
Signor Mussolini's anti-German outburst has had a tragic sequel in Berlin society. Countess Gabriel Serma-Maschada, a well known figure in social circles, created a scene at the Artists Club where she called out for cheers for Mussolini and indulged in violent insults against Germany, greatly to the anger of the guests. She was eventually escorted from the Club by a relative, went to her hotel and hanged herself.

The Countess was separated from her husband, and was Italian only by marriage. Her sister is the German actress, Maria Orska.

LANCASHIRE COTTON INDUSTRY.

MORE LABOUR TROUBLE.

London, February 11th.
According to the *Daily Herald* a critical situation has arisen in the Lancashire cotton industry, owing to the refusal of the employers to accept the operative's suggestion of arbitration on a claim by the weavers' amalgamation for the revision of the conditions of labour. The weavers' demands include a basic wage of ten shillings per loom. Meetings of the operatives are being held to discuss future action.

MURDER OF A SOVIET COURIER.

THE SOVIET AND THE LATVIAN GOVERNMENT.

Riga, February 11th.

M. Borkusvitch, the Soviet representative at Riga, has handed to the Latvian Foreign Minister a Note protesting against the failure of the Latvian Government to reply to the Soviet demand that Soviet representatives shall participate in the investigations concerning the murder of the Soviet courier Netie.

The Note accuses the Latvian Government of unwillingness to clear up the circumstances of the attack and declares that unless the Soviet representative is given every facility to investigate the affair the Soviet will draw its own conclusions and act accordingly.

FRENCH FINANCE MEASURES.

BILL SPLIT IN TWO.

Paris, February 11th.

M. Briand has announced that he intends to split the Finance Bill into two parts. The first part, providing the funds needed immediately to balance the Budget, should be voted on in the Chamber by February 15th and passed by both Houses by March 1st. The second part, comprising measures for the amortisation of the debt and general financial reform, will be taken afterwards.

M. Briand declared: "They say abroad that we are incapable of fiscal effort. Let us at once show our financial determination and capacity."

The franc is stronger to-day owing to the publication of the weekly balance sheet of the Bank of France showing that the Treasury had reimbursed the bank 450 million francs, thus enabling a reduction in the "fiduciary" issue of nearly four hundred million francs.

AUSTRALIAN WHEAT FOR JAPAN.

SHIPPING TONNAGE CHARTERED.

London, February 11th.

Shipping to the extent of twenty-one thousand tons was chartered on the Baltic Exchange yesterday to carry Australian wheat to Japan. It is reported that a further forty thousand tons will be required to be delivered in Japan by April 1st when it is understood that Japan will impose a tax on imported wheat.

BOXING.

ERNE RICE DISQUALIFIED.

London, February 11th.

At Albert Hall in a twenty rounds contest for the British lightweight championship, Harry Mason the holder, defeated Erne Rice, the latter being disqualified in the fifth round for hitting low.

Both weighed 92 lb. Mason was the quicker and cleverer of the two. He frequently made Rice miss, and mostly kept him at bay with straight lefts, but Rice was always boring in with dangerous hooks and swings. In the third round Rice appeared to hit low. Mason winced but the referee did not interfere. Mason continued to do well and with his left leads got in good stomach blows in the fourth round. In the fifth, Rice rushed in and sent in a left low blow for which he was disqualified.

FOOTBALL AT HOME.

ENGLISH LEAGUE MATCH.

London, February 11th.

In the first division of the English League, Blackburn Rovers defeated Huddersfield by two goals to one.

TENNIS AT RIVIERA.

"SUZANNE" AND MISS WILLS TO MEET.

CANNES, February 11th.

The weather is clearing after many hours of continuous rain. Only the first round has been so far decided. Now there is a prospect of Mlle. Lenglen and Miss Wills meeting in the final on Monday. The two "aces" remain indifferent to all the fuss at which they express astonishment. Miss Wills says: "I am mighty glad the whole thing is done with. However, I am at the top of my form and I might easily spring a surprise."

Mlle. Lenglen was disinclined to discuss the affair. Nevertheless, she is most confident and says she has every respect for Helen's game but she adds: "I consider I have beaten stronger opponents and see no reason why my so-called nerves will defeat me." There has been a great run for seats. Bookings have been even wireless for from liners in mid-Atlantic.

[REUTER'S AMERICAN SERVICE.]

COUNTS BARRED FROM UNITED STATES.

DETAINED ON ELLIS ISLAND.

New York, February 11th.

The Immigration officials have decided not to allow Vera, the Countess of Cathcart, to land in the United States whether she intended to proceed with the object of making a play she has written.

The Countess, replying to the officials, acknowledged that she had been divorced and declared it was her intention of appealing to Washington with a view to the reversal of the order. Meanwhile she remains on the Ellis Island detention station.

The engagement of the Countess to the novelist Ralph Neale was recently announced.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

AMERICAN-ORIENTAL BANK.

RUN STARTED IN SHANGHAI.

Shanghai, February 12th.

A run was started on the American-Oriental Bank this afternoon, large crowds presenting theques, which are being met.

[The American-Oriental Banking Corporation was established in 1918, with its head office in Shanghai and branches at Amoy, Chungking, Foochow, and Tientsin. Its capital is \$1,000,000, of which \$410,320 is paid up. The President is Mr. F. J. Raven and the Vice-President Mr. T. C. Britton.]

WU PEI FU'S COUP.

SINYANGCHOW NOW IN HIS POSSESSION.

Hankow, February 11th.

It is reported that Marshal Wu Pei Fu's troops have captured Pengshawan station, cutting off Kuomintang troops in Sinyangchow from the main body and disarming them.

Sinyangchow is now completely in Wu Pei Fu's hands. [Sinyangchow is in the province of Honan. According to a work of reference, the place derives its importance from the fact that it is the head of navigation on the Shih Ho, a tributary of the Hwai Ho, and is also the terminus of the great road from the North which degenerates further south into a mere mulepath. Its importance is enhanced by its proximity to the Peking Railway.]

THE BRITISH BOXER INDEMNITY ADVISORY COMMITTEE.

THE CHINESE REPRESENTATIVES.

London, February 11th.

The Foreign Office announces that Dr. Hu Shih, Dr. V. K. Ting, and Dr. C. C. Wang have accepted Sir Austen Chamberlain's invitation to serve on the Advisory Committee as regards the utilisation of the funds of the China Indemnity.

Biographical notes relating to the Chinese representatives are appended to the announcement, which says it is a matter for congratulation that they have accepted the invitation. It is hoped in due course that they will come to Great Britain to attend the meetings of the full Committee.

[Dr. Hu Shih is a native of Anhui province. He is a B.A. of Cornell University (U.S.A.), and Ph.D. of Columbia University. He has been Professor of Philosophy and of English in the Government University of Peking since 1917 and became Dean in 1922. Dr. Hu is the author of "An Outline of Chinese Philosophy" and of some well known Chinese Essays.]

Dr. V. K. Ting (otherwise known as Ting Wen Chuang) is a Kiangsu man. He studied in Cambridge, Glasgow and Freiburg. He has the B.Sc. and D.Sc. degrees. He was appointed in 1913 Director of the Geological Survey in the Ministry of Agriculture and Commerce, and became its hon. Director in 1922. Dr. Ting is General Manager of the Peipiao Coal Mining Co. He is the author of "Geology of the Yangtze Delta," and "Fifty Years of Mining in China."

Dr. C. C. Wang (Chin Chun Wang) is the present Minister of Foreign Affairs at Peking. He is a native of Chihli, educated in the Peking University, Yale University and the University of Illinois. He holds the degrees of Ph. B. in Civil Engineering, M.A. and Ph.D. His career has been largely spent in connection with railway administration in China, and before his appointment as Foreign Minister was Director-General of Chinese Government Railways and of the Chinese Eastern Railway. He has been a frequent contributor to American magazines and is the author of a work entitled "Legislative Regulation of Railway Finance in England."

THE SECRETARYSHIP.

Peking, February 12th.

It is understood that Mr. R. F. Johnston has been offered the Secretaryship of the Boxer Indemnity Commission.

[Mr. Johnston was formerly a Cadet in the Hongkong Civil Service and for the past fourteen years has been a tutor to the ex-Emperor of China.]

HANKOW VOLUNTEERS.

NO SUPPORT FROM HOME GOVERNMENT.

London, February 11th.

In the House of Commons, in reply to Mr. Day, Sir Austen Chamberlain said no munitions or any other support had been given by the British War Office to the British Volunteer Force at Hankow in the past twelve months.

(Continued on next column.)

[THROUGH REUTER'S AGENCY.]

PETROLEUM IN AUSTRALIA.

BILL TO ENCOURAGE PROSPECTING.

Melbourne, February 11th.

The Senate has passed the Government's Bill, encouraging prospecting for petroleum.

CRICKET.

M.C.C. TOUR.

Glasgow, February 11th.

The match between the Marylebone C.C. and Demerara was drawn. The Marylebone XI made 350 in the first innings and 48 for no wickets in the second. Demerara scored 373.

NEW BRITISH MINISTER TO SIAM.

London, February 11th.

His Majesty has approved the appointment of Mr. S. P. Waterlow, C.B.E., as Minister to Siam.

[Mr. Waterlow has been Head of the Far Eastern Department of the Foreign Office. He entered the Diplomatic service in 1900 and was appointed to Washington in the following year. He was employed at the Peace Conference at Paris in 1919, and was reappointed to the Foreign Office in 1920. He was Director of the Foreign Division of Overseas Trade, 1922-24. Mr. Waterlow was recently appointed a member of the Boxer Indemnity Advisory Committee. Presumably his appointment as Minister to Siam involves his resignation from the Committee.]

THE JAPANESE DIET.

EXPECTED EARLY DISSOLUTION.

Tokyo, February 11th.

Resulting from the fusion of the Seiyukai and the Dokokai, giving the Seiyukai a strength of 160 against the Government's 104, the prospects of a dissolution of the Diet are generally regarded as increasing, though the attitude of the Seiyuhon Party's 80 members on the question of tariff revision will be the deciding factor.

It is understood that the Government is likely to dissolve the Diet next week if the opposition against tariff revision is too strong, which means *inter alia* (1) the new tariff will not become effective; (2) that last year's Budget will automatically be again enforced, instead of the one proposed; and (3) a general election within three months entailing the putting of universal manhood suffrage to the test.

LOCAL AND GENERAL.

The late Mr. Robert Chatterton-Wilecox (80) of Sharrow, Surrey, and formerly editor of the *Hongkong Daily Press*, left estate of the value of £48,497 (net personally £45,404).

Lieut. G. M. S. Webb, 3/2nd Punjab Regt., has been granted sixty days' privilege leave in India from June 27th to August 25th, on completion of his course at the Small Arms School, Pachmarhi, India.

The names of Lee Hong Boh (Middle Temple) and King Seen Kum (Lincoln's Inn) appeared in the list of passes in Class III. of the recent Hilary Bar Examination of students of the Inns of Court. The number of candidates in the final examination was 130, of whom 102 passed.

Sentence of 15 months' imprisonment was passed by the British Assessor (Mr. Whitmore) and Magistrate Zaa at the Mixed Court at Shanghai on Monday, on M. Goldenberg (35), merchant, of 65, Hango Road, for bribing Customs officers in connection with a proposed shipment of morphine from France to Shanghai.

Major-General Sir J. S. Fowler, a former G.O.C. at Hongkong, spoke at the United Service Institution, Whitehall, S.W., on "The Chinese Armies of the Present Day" on January 13th. Sir John Fowler spent a good deal of time in North China while he was General Officer commanding the troops in China, and had more opportunities of seeing the Chinese armies than are provided by a sojourn in Hongkong.

The King of Spain has conferred on Captain A. J. Bailey, Commander of the Canadian Pacific liner *Empress of Australia*, the Cross of the First Class of the Civil Order of Beneficence in recognition of his services following the Japanese earthquake in 1924. Captain Bailey, then in command of the *Empress of Canada*, reached Yokohama two days after the disaster and carried some hundreds of survivors to Chinese ports.

"Of life in Mukden, the writer of 'A Londoner's Diary' in the *Evening Standard*, says: 'Young Englishmen and Americans who liked it very much. They used to say emphatically: "This is the life." The scarcity of European and American women implied freedom from the minutiae of social stratification common to most Far Eastern communities of Europeans, and a British Consul would ask a stranger to have a drink in an entirely human manner.'

Dr. George Henry Bondfield, D.D., of Althorpe Road, Bournemouth, for 30 years engaged in mission work in China, first for the London Missionary Society and afterwards for 18 years agent in China for the British and Foreign Bible Society, who died on November 9th, aged 70, brother of Miss Margaret Bondfield, lately Parliamentary Secretary to the Minister of Labour in the Labour Government, left estate of the gross value of £22,895, with net personally £2,598. He stated: "If my children wish, I should prefer that they should send an annual gift to the Bible Society in memory of their father. This is a suggestion and not a request."

A Home paper gives details of the tragic death from pneumonia on December 31st, of Bruce Shaw, the only son of Mr. and Mrs. Charles Shaw, of Shanghai. Only 18 years of age, he was being educated at Marlborough, where he died in a nursing home following an operation. A Prefect, Head of his House, and a member of the school XI, and XV, he was greatly liked by all who knew him, being a lad of great promise. Keen on sports, he won his rugger and cricket colours in 1924. His name will long be associated with the remarkable finish of the Marlborough v. Rugby match at Lord's last July. Shaw, the slow bowler of the Marlborough side, went in last, when Marlborough were a long way behind, and half an hour remained for play. He and F. G. Philpott played out time, thus saving the match for Marlborough.

BRITISH AND GERMAN SHIPPING.

[BY CAPTAIN L. PERSIUS.]

The *Berliner Tageblatt* has commenced the publication of an illustrated English monthly edition and prints the following note from the British Ambassador at Berlin, Viscount d'Abernon:—

"By increasing knowledge of things in Germany as they are instead of as they were, and by counter-acting Rip van Winkleism, the initiative taken by the *Berliner Tageblatt* should contribute to peaceable commercial development and to increased possibilities of co-operation between English-speaking countries and Germany."

From this first number we reproduce the following article by Captain Persius, whose name became very familiar to English readers during the war:—

For a long time past I have been heartily hated by the Pan-Germans and denounced as an Anglophobe. On the 7th of December, 1912, the high-spirited journalist George Renwick ascribed to me the following remark in the course of an interview: "I am very fond of England; life is so delightful there and the people are so charming." Similar statements were frequently made in the English Press and during the war I was even called the soubert and most truthful of German chroniclers, of course, to the greatest mortification of the German Naval Staff. May I, after this introduction, say a few candid words to my English friend?

Many Englishmen interested in mercantile shipping and the shipbuilding industry are at present complaining of unfair competition on the part of Germany. Many Germans on the other hand did blame and still blame trade jealousies for the outbreak of the world war, chief amongst them being Admiral von Tirpitz, the leader of the "Nationalists" and Pan-Germans. Through all his post-war publications the idea that "England's envy of our economic progress led to the isolation of Germany and finally to war" runs like a red thread. But to all people holding this view I recommend a close study of the book of William II. in which this sentence occurs: "We made progress on the world market as desired and had nothing to complain of." And indeed, only a political sucking can talk of "British trade jealousies." But this must not be taken to mean that there has not been a competitive struggle fought out occasionally between one or other British trade or industry and a German one. Specially in matters connected with mercantile shipping British steamship companies repeatedly displayed indignation of German companies and I had many conversations at the time with far-sighted Englishmen on the question of "German competition" telling them openly that they were too conservative, that they clung too much to old obsolete methods, that they should follow in Ballin's footsteps, that they were as a matter of fact "too lazy." They told me there and then that I was right. But all these things were after all of little importance and I have again and again expressed it openly as my opinion that we would seriously under-estimate the British merchant prince if we believed him to be animated by a mean shop-keeper spirit unaware of the fact that if his competitor prospers he will prosper, in other words, that healthy competition is always good for the trade of a nation.

Is the Englishman at present justified in complaining of German competition? Would that not be really mean? He considers that matters go badly with his shipping and that German shipping companies are impairing his profits, just as if he did not know the causes of the deep depression on the world freight market, viz., the excessive increase of the world tonnage and the decrease of the world traffic. An increase in tonnage by about 4 million tons compares with a traffic decline by 20 to 30%. Moreover, the English owner of shipping company, shares any excuse to complain at all or even long enviously across to Germany? Plain figures have always carried weight with the City. The biggest German shipping companies, the North-German-Lloyd and the Hamburg-American-Line are not paying a penny dividend, while dividends were declared by the P. and O. Line 12%, the White Star Line 8%, the Ellerman Line 7%, etc. It follows that the English shipping companies are still fairly well paying propositions whereas the German companies almost without exception are carrying on a hard and bitter struggle for existence.

Similar conditions to those in the shipping trade prevail in shipbuilding. The order for the construction of five motor-ships lodged with a German shipyard by an English shipping company has caused great consternation in England.

The German tender was 25% lower than the lowest tender of the other competing firms. By the way, has not the competitive struggle between the English and Dutch shipbuilders reached an acute stage? I do not deny by any means that the wages of the German shipyard workers are kept exceptionally low, much lower than the English. But I believe that no sensible Englishman will complain of German price cutting, since he must know the reason for the low wages in Germany, he must know the Versailles Treaty, the Dawes plan, etc. Can a country that has to bear such burdens have its inhabitants afford the same standard of living as those of the victor countries? If consequently Englishmen would stand for a revision of the Versailles Treaty, of the Dawes Agreement, etc., they would in the first place avoid the English workers' standard of living sinking still lower and prevent unemployment from increasing still further, unemployment that in the English shipbuilding industry has already swollen to 32%.

(Continued on next column.)

CHINESE PORCELAIN.

UNCONSIDERED TREASURES IN PRIVATE HOUSES.

The possibility of valuable Chinese porcelain being in many British households was discussed by Mr. Charles A. Willoughby on January 7th, before the Auctioneers and Estate Agents' Institute of the United Kingdom.

It was seldom, he said, that one went into a house of any importance without finding at least one or two pieces of Oriental china. They might have been handed down as heirlooms or picked up as curios. It was not, he pointed out, until about 1745 that English porcelain made its appearance, whereas Chinese porcelain was being made as early as the Seventh Century. There was evidence of an export trade during the Tang Dynasty (A.D. 618-907) and the Sung and Yuan Dynasties (A.D. 960-1367), when some remarkable pottery was produced. The later productions of the Ming and Ching Dynasties were more frequently met with in this country. After 1670 the output of the great Kang-Hsi workshops began to come into the market. It was often not appreciated that a large proportion of the "Famille Verte" and practically all the "Famille Rose," and what was known as Mandarin china, were manufactured expressly for export. The values of the rare specimens could only be gauged by noting the prices realised in the sale-rooms. If a genuine "Famille Noire" vase had to be valued it would be necessary to think in thousands.

SHANGHAI'S FUTURE.

INTERNATIONAL BANK MANAGER ON CHINA'S OPPORTUNITIES.

In the opinion of Mr. M. D. Curry, Vice-President of the International Banking Corporation of Shanghai, where he arrived during last week-end, will be an actual, as well as potential rival of the western commercial centres, says the *N.Y. Daily News*.

Mr. Curry left New York four months ago, and has been travelling through the Orient, inspecting the bank branches of Asia, which come in his particular department of the I.B.C. activities. He studied the commercial conditions in Japan during his six-weeks' stay there, whence he went to Manchuria, where he has been for the last month. Concluding a short stay in Shanghai, Mr. Curry will come on to Hongkong, returning to New York via Shanghai and Japan.

It is 22 years since Mr. Curry lived in Shanghai, then a city, if it could be called such, with comparatively few foreigners and far fewer Americans. To him it was a pleasure to compare the change that had transformed the straggling port to the metropolis of China. Mr. Curry bemoaned the fact that China, with its great natural outlook, could not at the moment be assisting the world, and in so doing partake of the tremendous financial prosperity which America enjoyed during 1925, and of which, in his opinion, nothing could prevent a repetition in 1926.

I take it for granted that no intelligent Englishman will make German competition alone responsible for the unemployment distress in England. He must admit that there are many factors of decisive importance which have not the least connection with German competition. To give only one instance, may it not be possible for smart diplomacy to safeguard British shipping interests by efficiently settling English dispute with China? Formerly, 127% in value of the entire Chinese import were goods of British origin. The share of British tonnage in China's seaborne trade amounted to 40%, as against 24% of Japanese, 23% of Chinese, and 4.5% of American tonnage. This makes it singularly clear as to what enormous injury has been inflicted on England by China's boycott of British trade and shipping.

This is not the place to enjoin upon the Englishman to come to terms with the Chinese after the style of the American who for instance, evinces an inclination to renounce his exterritorial privileges to do at the behest of England at the conclusion of the peace treaty, which, by the way, as events have proved, has been by no means to the disadvantage of Germany. Our trade with China is, of course, benefiting somewhat by the dispute amongst the others. But is it right for us to be looked at askance by the Englishman on that score?

I believe it would be to the best advantage of the Englishman's own interests if he were to turn back once more to his former highly skillful trade policy. Should that eventually, he would have no longer any cause to reproach Germany with unfair competition and other things. He should, moreover, never forget that he also has his share of blame in the outbreak of the war, because he under-estimated the incredible folly of German diplomacy, because he did not openly avow in time that "if Germany is the aggressor, I shall side with the attacked party." When the British squadron which had been on a visit to Kiel left that port on the 30th of June, 1914, the Admiral in command, Sir George Warrender, marooned the following parting words to the German fleet: "Friends in the past, friends for ever." The "friends for ever" remained a mere gesture and was forgotten a few weeks after the 30th of June. One should think the time is about ripe to bury the hatchet for the benefit of the two nations and that in their mutual interest a friendly co-operation undisturbed by any strife should be restored between British and German shipping interests to their mutual advantage. And it is in this sense that I am appealing to the traditional political instinct of every true Briton.

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ARRIVALS FROM EUROPE:

S.S. "ZOSMA"	...	9th Feb., 1
S.S. "OOSTERK"	...	9th Mar., "
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HOW TO LIVE LONG.

[BY JACK HODGE, THE SURREY CRICKETER.]

Habit is the keynote of health. Habit of feeding, of drinking, of exercise and of sleep—these matters, and you cannot play ducks and drakes with your normal habits or the whole structure of health will come tumbling down.

Suddenly to do a thing to excess when it has been your normal habit to do it only in moderation, abruptly to cease eating or drinking something to which your system is accustomed through months of habit, is certain to cause trouble. Interfere with the normal growth of a tree, a flower or a potato, and a freak effect results: usually something stunted and essentially weak. Interfere with the normal development of human life, with the habits of feeding and drinking that were born of the environment and that life will become a freak. Possibly the freakish aspect will be prodigious strength in one direction and definite weakness in another. But whatever occurs, there will not be perfect harmony between body and mind, and co-ordination between every muscle.

THE CRICKETER'S WINTER.

The sportsman who keeps himself in training through the summer for his cricket, and then slacks off when winter comes and his game is not being played, is making a mistake. The man who sleeps for five hours one night and eleven the next makes a more trifling error, but the principle is the same. Habit is being broken. The human system is asked to strain itself in an attempt to keep pace with constantly changing conditions, and is thereby enfeebled.

That cricketer who forgets to keep in training during the winter will find that his brain has ceased to be in tune with his muscles, that his movements have lost the smooth and rapid action which characterised them through the summer. Next season he will recognise his mistake, and will undertake a hurried three weeks' training to repair the damage. At the end of the three weeks he will be stale, his muscles will be stiff and tired, and his movements will lag in the first game. Gentle, daily exercise through the winter would have obviated such a disaster.

I can best explain what I mean by telling of the "physical jerks" the Test team went in through just before the first Test match of the 1st Australian tour. Four days before the match was due to begin at Sydney we were requested to attend a gymnasium. We did, and the exercises would have been beneficial if the idea had not occurred too late. Obviously, the unaccustomed strain made us stiff. We had no time to work off that stiffness, and the effects were felt when we went out to play.

Personally I never touch alcohol drinks, but I see no reason why other people should not do so. If they are accustomed to drinks that are not spirits—spirits I certainly think injurious to their health will, in my opinion, be adversely affected if they suddenly cease to take any. Similarly, of course, their health will suffer if they suddenly increase their usual quantities of drink.

It is the same with food. Some men—the late W. G. Grace was an example—have a passion for steak puddings, and can play cricket after lunching off them. I could not, though, fortunately, I am built in such a way that I never put on weight. But all heavy meals should be avoided by sportsmen, though cricketers need the least dieting and training of all. My only dieting consists in having grape fruit every morning.

Sleep for the sportsman is the most important thing to be made into a habit. It alone soothes the nerves, and on the nerves depend that complete sympathy of brain and eyes which makes for perfect timing. I personally sleep for nine hours every night. Mr. Fender never gets up until about ten or eleven in the morning, and on cricket tours the necessity for sleep is so well recognised that no match ever takes place the day after a night that has been spent travelling in a train. Incidentally, I can always manage to fall asleep for an hour or so when I am sitting in the pavilion at the Oval, and there is no question that these brief rests have frequently been of great benefit to me.

Exercise, too, must be kept up. The muscles need loosening every morning and tuning up to their appointed state of efficiency. Even through the sportsman's season it is necessary, and I make a point of doing a few exercises every morning. In the winter it is more than important: it is essential. The man who stops playing his regular game for a number of months must find something to take its place.

BADMINTON.

People talk about walking as one of the most efficient methods of keeping fit. Bill Hitch claims that walking took a couple of stones off his weight prior to the last season, and he hoped it was going to enable him to bowl as fast as ever. But I do not think walking is sufficient by itself. I get my walking exercise by playing golf with Andy Sandham and Bert Strudwick through the winter, but there is not the necessity for quick thinking and movement in the game, and so I play badminton as well.

To play cricket through the summer I have to be supple and able to move and think quickly. Badminton is a game which calls for similar attributes. Squash rackets is as good a substitute, but squash rackets is beyond the reach of the majority, and badminton is the game I would recommend.

Some men consider smoking injurious to sportsmen. I do not, but then cricket does not demand the constant speed of other games like modern Association football, and if I still played football instead of watching it I might change my opinion. As it is, I have often found my pipe consolation for bad luck on the field; but, again, I do not smoke to excess.

Nevertheless, the surgeon who operated on me some time ago thought I ought to give up the little smoking habit I do. He told me that even one cigarette would make all the difference to him when it came to operating, and again the truth of the necessity for conforming to the habits of a lifetime can be seen.—*Evening Standard.*

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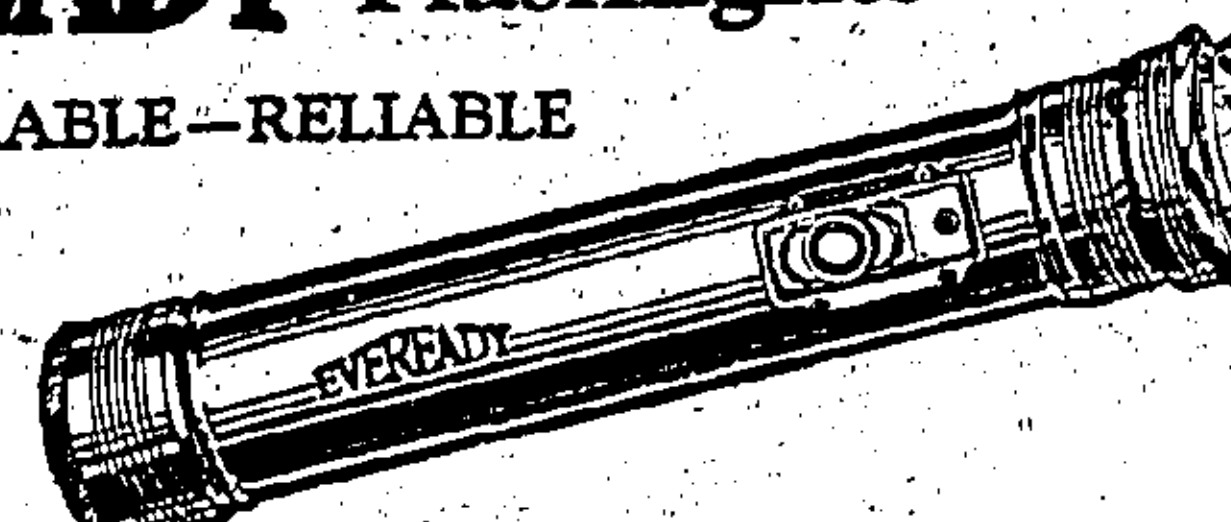
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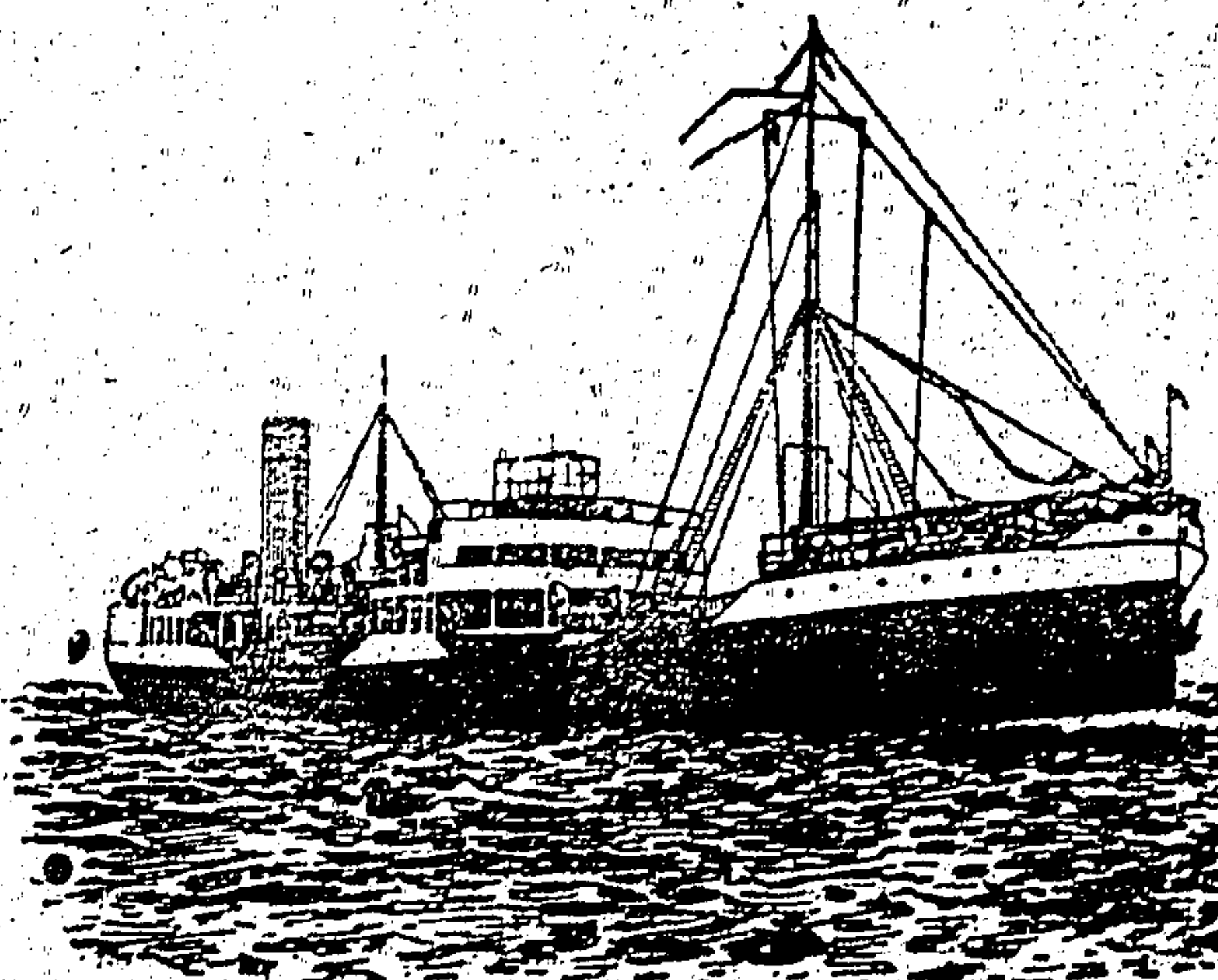
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SHIPPING NEWS

ARRIVALS.

February 11th.
Altai Maru, Japanese str., 4,848 tons, Capt. Y. Saito, from Nagoya and Moji, with a general cargo, lying at Stonecutters.—O.S.K.
Dozan Maru, Japanese str., 978 tons, Capt. S. Shoto, from Keelung, lying at buoy No. C53.—Hidaka & Co.
New Mathilde, British str., 842 tons, Capt. E. G. Rapley, from Haiphong, with a general cargo, lying at buoy No. C43.—Yick Tai S.S. Co.
Tankin, French str., 846 tons, Capt. F. L. Morvan, from Haiphong and Fort Bayard, with a general cargo, lying at buoy No. C45.—M.M.

February 12th.

Bengal Maru, Japanese str., 5,393 tons, Capt. M. Araki, from Calcutta and ports, with 8,000 tons of general cargo, lying at Kowloon Wharf.—N.Y.K.
Haiching, British str., 1,267 tons, Capt. A. H. Stewart, from Foochow, Amoy and Swatow, with a general cargo, lying at Douglas Wharf.—Douglas, Lapraik & Co.
Kashima Maru, Japanese str., 6,147 tons, Capt. T. Araki, from Yokohama and Shanghai, with a general cargo, lying at buoy No. A1.—N.Y.K.
Kwangchow, British str., 1,572 tons, Capt. F. A. Lovegrove, from Bangkok, with a general cargo, lying at buoy No. B21.—B. & S.
Sinking, British str., 1,816 tons, Capt. J. R. Shearer, from Shanghai, with a general cargo, lying at buoy No. B12.—B. & S.
Nauti, Portuguese str., 440 tons, Capt. G. A. de Souza, from Kwang Chow Wan, with a general cargo, lying at buoy No. C44.—Hung Kee Co.

CLEARANCES.

February 12th.

Shantung, for Shanghai.
Tankin, for Haiphong.
Anhui, for Manila.
Chinkiang, for Sebastik.
Tanai, for Bangkok.
Nauti, for Singapore.
Nama Maru, for Swatow.
Empress of Scotland, for Shanghai.
Comet, for Keelung.
Kashima Maru, for Singapore.
Bengal Maru, for Shanghai.

HONGKONG SHIPPING.

The shipping statement for yesterday showed that the total number of vessels in the harbour at 9 a.m. numbered 81, of which 40 were British.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday numbered ten, viz.—three British, five Japanese, one French and one Chinese. Three arrivals were from coast ports. Departures over the same period numbered four; while there were four clearances.

CARGO ENTERED.

(During twenty-four hours ended at 9 a.m. yesterday.)

For Hongkong 6,130 tons.

For ports beyond 13,447 "

Total 19,577 "

(During previous twenty-four hours ended at 9 a.m. on Thursday.)

For Hongkong 6,091 tons.

For ports beyond 9,718 "

Total 15,809 "

Of the cargo entered for Hongkong, more than half was carried in British vessels, namely 3,150 tons. The heaviest entry was 2,550 tons of timber and rice by a British vessel; while the next heaviest entry was 1,100 tons by a Japanese vessel. The remainder of the entries were all under 1,000 tons.

The arrivals for the period under review were as under:—The s.s. *New Mathilde* (British) from Haiphong with 400 tons of general cargo; the s.s. *Hai Ching* (British) from Foochow and Swatow with 200 tons of general cargo and mail; the s.s. *Kwangchow* (British) from Bangkok with 2,550 tons of timber and rice and mail; the s.s. *Vancouver Maru* (Japanese) from Moji and Osaka with 300 tons of general cargo, mail and 7,000 tons for ports beyond; the s.s. *Altai Maru* (Japanese) from Nagoya and Moji with 318 tons of general cargo, mail and 5,668 tons for ports beyond; the s.s. *Bengal Maru* (Japanese) from Calcutta and Singapore with 602 tons of pig iron, gunnies and general cargo and 6,749 tons for ports beyond; the s.s. *Dozan Maru* (Japanese) from Keelung with 1,100 tons of general cargo; the s.s. *Kyato Maru* (Japanese) from Swatow with 20 tons of vegetables and fruit; the s.s. *Tankin* (French) from Haiphong and Fort Bayard with 900 tons of general cargo and mail and the s.s. *Foo Sang* (Chinese) from Kwang Chow Wan with 450 tons of general cargo.

Later arrivals, too late for entry in the above returns, including the s.s. *Sun Li* (Portuguese) from Kwang Chow Wan with 74 tons of general cargo; the s.s. *Kashima Maru* (Japanese) from Yokohama and Shanghai with 72 tons of beer, tea, flour and general merchandise, mail and 2,478 tons of cotton goods, cement and silk goods for ports beyond; the s.s. *President McKinley* (American) from Shanghai with general cargo and mail and the s.s. *Sinking* (British) from Shanghai with general cargo and mail.

VESSELS IN DOCK.

The following vessels are in Dock:—*Kowloon Dock*:—*Fusset*, *Seistan*, *Tangistan*, *Chip Shing*, *Takoo Dock*:—*Empress of Australia*, *Hutchinson*, *Kiangsu*, *Chonan*, *Siberia Maru*, *Kueichow*, *Heime Maru*, *Anhui*, *Coskorotax Dock*:—*Ling Nam*, *Ar*, *Kowloon Bx*, *Haiphong*, *L. Onawa*, *Sun On*.

SHIPPING NOTES.

The s.s. *Paul Beau* (belonging to the Canton Navigation Company) which with the s.s. *Charles Hardouin* has been employed on the Hongkong-Macao run since the strike, has now been taken off in order to lay up. The officers and crew have signed off and the articles closed. The *Charles Hardouin* was laid up some time ago. It is understood that one of the reasons for the laying up of these vessels is due to the service already being amply covered by other steamers, in view of the fact that very few people are travelling.

The s.s. *Sunning* is taking the place of the s.s. *Chuen Chow* next week on the Hongkong-Macao run while the latter vessel is in dock.

Owing to extremely low water on Thursday the s.s. *Lung Shan* was delayed by taking the ground at Tai Shek Barrier. She re-floated undamaged and berthed at 5 p.m.

The s.s. *President Grant* was not allowed to berth at Kobe on account of small-pox. The passengers, however, were permitted to land and those who had booked passage by the vessel were allowed to go on board. The cargo was handled by lighters at the vessel's mooring outside the breakwater.

It is notified by the military authorities that Defence Lights will be burnt during February, on 13th and 23rd between 6.30 and 9 p.m. and on 18th and 25th between 6.30 and 11 p.m. From March 1st to March 6th they will be burnt between 6.30 and 9 p.m. and on March 11th and 18th between 6.30 and 11 p.m.

The report of entry of the O.S.K. s.s. *Altai Maru*, which grounded in Fa Tau Mun Pass on Sunday morning last, has been received at the Harbour Office and states that the vessel is from Nagoya and Moji with 318 tons of general cargo, 40 bags of mail and 5,668 tons of cargo for ports beyond. The *Altai Maru* had not been re-floated yesterday, in spite of all the efforts made this week to get her off.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday numbered 29.

The only information to hand yesterday with regard to the two B. & S. ships, the *Hunan* and *Kueiyang*, which are stranded in the Hainan Straits, was that they are still ashore.

Capt. Robert Garey, formerly chief officer of the *President McKinley*, and later commander of the *West Hindoo*, is now in command of the *President Madison*, succeeding Capt. Thomas Quinn, who is taking vacation runs for other commanders on the Admiral Oriental Line.

CHINA COAST CHANGES.

Mr. R. R. Moloney, has signed off the *Tung Sang* as 2nd engineer.

Mr. J. MacFarish, *Lienching*, has gone 2nd engineer of the *Tung Sang*.

Mr. J. Johnston, has signed off the *Lok Sun* as 1st mate.

Mr. J. A. Cook, has signed off the *Kwang Sin* as master.

Mr. Alex Campbell, has signed off the *Hin Sang* as 4th engineer and has gone 2nd engineer of the *Ming Sang*.

Mr. H. O. Everett, has signed off the *Pheumphen* as 1st mate.

Mr. G. Hunter, has signed off the *Lok Sun* as 2nd mate.

Mr. G. A. Jack, has signed off the *Ho Sang* as supernumerary engineer.

Mr. J. S. Swan, has signed off the *Ho Sang* as 3rd engineer and has gone supernumerary 3rd engineer of the same vessel.

Mr. T. B. Mudie, has signed off the *Chinkiang* as 1st engineer and has gone 1st engineer of the *Teau*.

Mr. W. L. Forster, has signed off the *Tung On* as 1st mate.

Mr. A. S. T. Fullam, has signed off the *Tung On* as master and has gone 1st mate.

Mr. A. W. Muir, who has been on leave, has again gone master of the *Tung On*.

Mr. A. Oliver, has signed off the *Newchwang* as 1st mate and has gone 1st mate of the *Teau*.

Mr. C. B. Adkin, has signed off the *Teau* as 1st mate and has gone 1st mate of the *Newchwang*.

Mr. G. S. Arthur, has signed off as 1st engineer of the *Teau* and has gone 1st engineer of the *Chinkiang*.

Mr. H. C. Kiddle and Mr. W. R. Cameron, have signed off the *Phranang* as master and 1st engineer.

Messrs. M. Cornwell, M. McCarthy, D. G. Mill and J. M. Scott, have signed off the *Paul Beau* as master, 1st mate, engineer and 2nd engineer.

Messrs. J. W. Riddock, J. Welch, A. C. Taite, H. Burns, B. Rogers, G. W. Millar and A. S. Hassan, have signed off the *Gorgistan* as mate, 2nd mate, 3rd mate, 1st engineer, 2nd engineer, 3rd engineer and 4th engineer.

Mr. J. G. M. Yuill, has signed off the *Devisongie* as 1st engineer.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, February 12th.

	Previous Day at 3 p.m.	On Date at 6 a.m.	On Day at 3 p.m.
Barometer	30.17	30.32	30.17
Temperature	64	53	63
Humidity	75	71	71
Wind Direction	E	E	ESE
" Force	8	4	4
Weather	O	O	B
Rain	0.00	0.00	0.00
Highest open-air Temperature on 11th	64		
Lowest open-air Temperature on 12th	58		

CANADIAN PACIFIC

EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC

18 Days from Hongkong to Vancouver.

LARGEST, FASTEST AND MOST LUXURIOUS STEAMSHIPS

NEXT SAILING TO THE PACIFIC COAST.

THE

"EMPRESS OF AUSTRALIA"

WILL SAIL FROM

HONGKONG

6.00 a.m., Friday, February 19th, 1926.

Passenger Department: Tel. C. 752. Cables: GACANPAO.
 Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America G.3405, G.3420, G.3440.

KAGA MARU ... Saturday, 20th Feb.

IYO MARU ... Wednesday, 17th Mar.

MARSEILLES, LONDON & ANTWERP via Singapore & Port.

KASHIMA MARU ... Saturday, 13th Feb. at 11 a.m.

HAKONE MARU ... Saturday, 27th Feb.

SUWA MARU ... Saturday, 13th Mar.

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via ADEN & MARSEILLES.

SYDNEY & MELBOURNE via Manila & Port.

MISHIMA MARU ... Wednesday, 24th Feb. at 11 a.m.

TANGO MARU ... Wednesday, 24th Mar.

NEW YORK and/or BOSTON via PANAMA.

TAKEUCHI MARU ... Saturday, 20th Feb.

HAKODATE MARU ... Friday, 5th Mar.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

KAMAKURA MARU ... Saturday, 27th Feb.

BOMBAY via Singapore, Penang & Colombo.

WAKASA MARU ... Wednesday, 17th Feb.

TOKUSHIMA MARU ... Monday, 15th Feb.

CALCUTTA via Singapore, Penang & Rangoon.

CRYLON MARU ... Tuesday, 23rd Feb.

RANGOON via Singapore & Penang.

SHINSEI MARU ... Thursday, 18th Feb.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Wednesday, 17th Feb.

SHANGHAI, KOBE & YOKOHAMA.

BENGAL MARU ... Saturday, 13th Feb.

TOYOOKA MARU ... Wednesday, 17th Feb.

HAKODATE MARU ... Monday, 22nd Feb.

YAMAGATA MARU ... Thursday, 25th Feb.

TSUBOGA MARU ... Thursday, 25th Feb.

For further information, apply to—

Telephone Central Nos. 292 293 & 2433.

S. KINOSHITA, Manager.

HAMBURG AMERIKA LINIE

COMBINED FREIGHT AND PASSENGER SERVICE

SAILING FOR SHANGHAI AND JAPAN.

M.V. "MUNSTERLAND" (due from Europe) on or about 21st Feb. 1926.

SAILINGS

FOR GENOA, VALENCE, ANTWERP, ROTTERDAM & HAMBURG.

M.V. "BERMLAND" ... 4th Mar., 1926.

For freight, passage and further particulars please apply to

JEBSEN & CO.

12 Pedder Street.

Tel. C. 2225.

VESSELS EXPECTED.

Empress of Asia (C.P.S.), due February

28th.

Telma (B.I. & Apear), due February

15th.

Tilava (B.I. & Apear), due February

16th, 8 p.m.

HONGKONG WEEKLY PRESS

CONTAINING ALL THE WEEK'S

LOCAL NEWS

The Paper to read Home

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

KOBE via AMOY & MOJI	"LAISANG"	Wednesday, 17th Feb., at 7 a.m.
BANGKOK	"HOPSANG"	Wednesday, 17th Feb., at Noon.
TSINGTAI via SHANGHAI	"KWONGSANG"	Wednesday, 17th Feb., at 5 p.m.
HAIPHONG via HOIHOW	"LEBSANG"	Thursday, 18th Feb., at 10 a.m.
STRAITS & CALCUTTA	"KUTSANG"	Thursday, 18th Feb., at 3 p.m.
SANDAKAN	"HINSANG"	Thursday, 18th Feb., at 3 p.m.
KOBE via MOJI	"SUISANG"	Friday, 19th Feb., at 7 a.m.
TIENTSIN via CHEFOO	"CHIPSANG"	Friday, 19th Feb., at Noon.
TSINGTAI via SHANGHAI	"FAUSANG"	Wednesday, 24th Feb., at Noon.
STRAITS & CALCUTTA	"YUENSANG"	Wednesday, 24th Feb., at 3 p.m.
KOBE via YOKOHAMA	"KUMSANG"	Sunday, 28th Feb., at 7 a.m.
STRAITS & CALCUTTA	"HOSANG"	Saturday, 6th Mar., at 3 p.m.

For Freight or Passage, apply to—

JARDINE MATHESON & CO., LTD.
 GENERAL MANAGERS.

Telephone: Central No. 215

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"GLENAMOY"	23rd Feb.
"GLENHARRY"	4th Mar.
"GLENSHANE"	23rd
"GLENAPP"	1st Apr.
"GARMATHENSHIRE"	15th

HOMEWARDS.

Vessel	Discharges	Leaves Hongkong
"PEMBROKESHIRE"	18th Feb.	18th Feb.
"GLENHARRY"	9th Mar.	9th Mar.
"GLENAMOY"	6th Apr.	6th Apr.
"GLENSHANE"	4th May	4th May
"GARMATHENSHIRE"	18th May	18th May

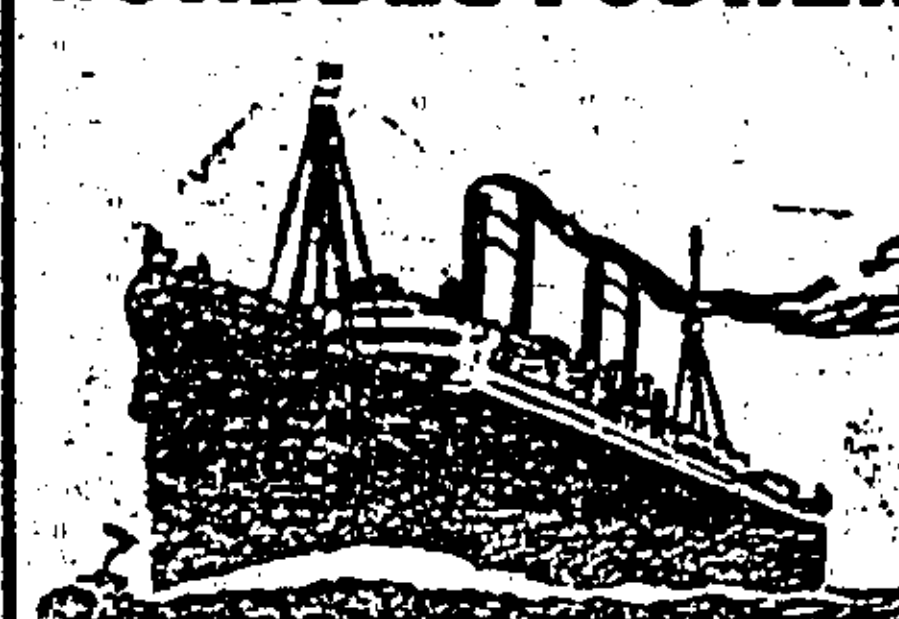
Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,
 THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215 sub-ex. 23, and Central 3398.

NORDEUTSCHER LLOYD BREMEN.



FAR EASTERN PASSENGER
 AND
 FREIGHT SERVICE.

NEXT SAILINGS:

STREAMERS:	ARRIVAL AT HONGKONG AND SAILINGS FOR SHANGHAI AND JAPAN.	SAILINGS FROM HONGKONG TO GENOA, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BATAVIA, COLOMBO AND PORT SAID.
*ACCOMMODATION FOR 100 CABIN CLAS AND 150 INTERMEDIATE CLAS PASSENGERS.		
"ANHAIT"	25th February 1926	12th February 1926
"FULDA"	27th March	7th March
"DERFLINGER"	24th April	4th April
"TRIET"	22nd May	1st May
"SAABRUECKEN"	18th June	28th May
"COBLENZ"	15th July	27th June
"ANHAIT"	12th August	22nd August
"FULDA"	11th September	18th September
"DERFLINGER"		16th October
"TRIET"		

† Will call at Marseilles.

For Freight and Passage, please apply to—

MELCHERS & CO.,

Telephone C. 4557.
 4, Queen's Building, Chater Road.

Agents, HONGKONG.

JAVA-CHINA-JAPAN LIJN.



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STREAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TIJIKINI	NORTH CHINA	18th Feb.	20th Feb.	BATAVIA
TIJIMANOK	S' BATA & M' KIAN	18th	20th	JAPAN
TIJIKARANG	BATAVIA	20th	23rd	SHANGHAI
TIJIBODAS	S' BATA & M' KIAN	20th	21st Mar.	AMOI & S' HAI
TIJISONDARI	SHANGHAI & N. CHINA	20th	2nd	BATAVIA
TIJISALAK	BATAVIA	7th Mar.	9th	SHANGHAI
TIJIBOEM	JAPAN	8th	10th	BATAVIA

Wireless Telegraphy.
 The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.
NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
 (ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF SINGAPORE" ... via Suez Canal, From Hongkong 23rd March.

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE
 (ANDREWS & CO. LONDON)

Sailings from Hongkong
 S.S. "COMERIO" ... via Suez Canal ... 27th February

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
 (ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF LAHORE" ... 23rd February.
 For MANILA, HAVRE, LONDON, ROTTERDAM & HAMBURG.

FARES TO LONDON "A" 1st Class £38. 2nd Class £20.
 "B" 1st Class £30. 2nd Class £15.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

S.S. "SURAT" ... From Hongkong Middle of April.

Loading for Mauritius, Delagoa Bay, Durban, East London, Agnes Bay, Port Elizabeth, Mossel Bay and Capetown.
 Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amalia, Mozambique, Inhambane, Zambézia, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EST INDIES LINE
 (ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
 Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791.

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE
 (ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "JASON" ... via Suez Canal ... 19th Feb. 1926.
 S.S. "KNIGHT COMPANION" ... via Suez Canal ... 7th Mar. "
 S.S. "CITY OF SINGAPORE" ... via Suez Canal ... 23rd Mar. "
 S.S. "CALCHAS" ... via Suez Canal ... 7th Apr. "

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
 Subject to change without notice.

For Freight and Passengers, apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
 HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and
NEW YORK

S.S. "EASTERN PRINCE" ... 23rd Feb. 1926.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.
 (Incorporated in Great Britain)
 King's Building.

Telephone: Central 3165.

Telegrams: Furnprince.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, gonorrhea or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.

English Price 2s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.4, London, Eng. Unprincipled Dealers may try to sell you something else in extra profit—do not accept it. Insist on having VETARZO. The genuine has a red BETAZOL REMEDIES on Government Stamp. Sold by Leading Chemists.

P. & O. British India Apear and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BOMBAY, Ceylon, India, PERSIAN GULF, WEST INDIES
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
 CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
 EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
 (Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"MIRZAPUR"	6,715	16th Feb. Noon	Singapore, Penang, Colombo & Bombay.
"KARALA"	9,089	20th Feb. Noon	Marseilles, London, Antwerp & Hull.
"NAGPORA"	5,283	2nd Mar.	Singapore, Penang, Colombo & Bombay.
"MANTUA"	10,909	6th Mar.	Marseilles and London.
"KASHMIR"	8,985	13th Mar.	Mars., L'don., A'werp., and Hamburg.
"KIDDERPORE"	5,334	19th Mar.	Singapore, Penang & Bombay.
"KHIVA"	9,135	30th Mar.	Marseilles, London, and Antwerp.
"MOOREA"	10,918	3rd Apr.	Marseilles and London.
"DELTA"	8,097	15th Apr.	Singapore, Penang, Colombo & Bombay.
"DEVANHA"	8,155	17th Apr.	Marseilles, London and Antwerp.
"KALYAN"	9,144	21st Apr.	do.
"MACEDONIA"	11,089	1st May	Marseilles and London.
"KASHGAR"	9,005	15th May	Marseilles, London and Antwerp.
"MALWA"	10,941	28th May	Marseilles and London.
"KHYBER"	9,114	12th June	Marseilles, London & Antwerp.
"MANTUA"	10,909	26th June	Marseilles and London.
"DELTA"	8,097	7th July	Singapore, Penang, Colombo & Bombay.
"KARALA"	9,089	10th July	Marseilles, London and Antwerp.
"RANPURA"	10,585	24th July	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TILAWA"	10,009	18th Feb.	Singapore, Penang and Calcutta.
"TALAMBA"	8,018	4th Mar.	do.
"TALMA"	10,000	10th Mar.	do.
"SHIBATA"	7,841	17th Mar.	do.
"TAKADA"	8,949	29th Mar.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"TANDA"	6,985	3rd Mar.	Manila, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne.
"ARAFURA"	6,000	7th Apr.	
"ST. ALBANS"	4,500	5th May	
"TANDA"	6,985	2nd June	
"ARAFURA"	6,000	7th July	

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Oahu, Kalamougan, Tawao, Timor, Durvit, or other ports en route as inducement offers.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
 The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TALMA"	10,000	17th Feb. 7 a.m.	Amoy, Shanghai, Moji, Kobe & Osaka.
"KEIWA"	9,135	27th Feb.	Shanghai, Moji and Kobe.
"SHIBATA"	7,841	25th Feb.	Moji, Kobe & Osaka.
"MOOREA"	10,911	6th Mar.	Shanghai, Moji & Kobe.
"TAKADA"	8,949	7th Mar.	Moji & Kobe.
"ARAFURA"	6,000	13th Mar.	Moji, Kobe and Yokohama.
"KALYAN"	9,144	13th Mar.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	20th Mar.	do.
"DELTA"	8,097	20th Mar.	Shanghai & Kobe.
"MACEDONIA"	11,089	2nd Apr.	Moji, Kobe and Yokohama.
"ST. ALBANS"	4,500	10th Apr.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	18th Apr.	do.
"KHYBER"	9,114	30th Apr.	Moji, Kobe and Yokohama.
"TANDA"	6,985	8th May	Shanghai.
"MALWA"	10,941	14th May	Shanghai, Moji and Kobe.
"MANTUA"	10,909	28th May	do.
"KARALA"	9,089	11th June	Shanghai & Kobe.
"DELTA"	8,097	11th June	Moji, Kobe and Yokohama.
"ARAFURA"	6,000	12th June	Shanghai, Moji & Kobe.
"KASHMIR"	8,985	25th June	Shanghai only.
"RANPURA"	10,585	25th July	Shanghai Moji & Kobe.
"MACEDONIA"	11,089	22nd July	do.
"KALYAN"	9,144	5th Aug.	do.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
 Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
 All Cabins are fitted with Electric Fans free of charge.
 Steamers on London and Australian Lines are fitted with Laundries.
 Parcels measuring not more than 24 ft. x 9 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
 For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON MACKENZIE & CO.
 P. & O. Building, Connaught Road Central, HONGKONG. Agents.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAICHING ... Capt. A. H. Stewart ... Tuesday, 16th Feb., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Black Flag).

Round Trip Tickets will be issued from Hongkong to Foochow (Passage Anchorage) and Return by the same Steamer by the "HAICHING," "HAICHONG" and "HAICHING" at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS L'APRAIK & CO.

General Managers.

CHINA NAVIGATION CO., LIMITED.

SEBATTIE	"CHINKIANG"	On 14th Feb.	Noon.
SWATOW & SHANGHAI	"SINKIANG"	On 17th Feb.	11 a.m.
BANGKOK	"KAIKANGSU"	On 17th Feb.	4 p.m.
SHANGHAI	"SUIYANG"	On 18th Feb.	4 p.m.
HAIPHONG & SINGAPORE	"KAYANG"	On 19th Feb.	Noon.
AMOI & SINGAPORE	"ANHUI"	On 19th Feb.	5 p.m.
SHANGHAI & TSINGTAO	"SOOCHOW"	On 20th Feb.	4 p.m.
SAIGON	"CHELI"	On 21st Feb.	D.L.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 35.

Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"
 THEIR NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTS.
 Via MANILA, ZAMBOANGA, PORT BANGA AND THURSDAY ISLAND.
 Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
 EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong on or about	Sailing hence on or about
TAIPING	17th March	26th March
CHANGTE	27th March	26th April
TAIPING	19th May	25th May
CHANGTE	16th June	22nd June

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Agents.

Telephone: Central 35.

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "KENDAL CASTLE" ... Sails 15th Mar.

LLOYD TRIestino.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
 BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "VENEZIA"	...	Sails 18th Feb.
S.S. "ROSANDRA"	...	Sails 7th April
S.S. "FIUME-L"	...	Sails 5th May

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

S.S. "VENEZIA"	...	Sails 15th Mar.
S.S. "ROSANDRA"	...	Sails 3rd May
S.S. "FIUME-L"	...	Sails 31st May

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA"	...	Sails from Calcutta 31st Mar.
S.S. "UMSINGA"	...	Sails from Colombo, 12th April

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO LIMITED.

Telephone: Central 1030.

Agents.

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M. MESSAGERIES MARITIMES M. SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Hongkong	Pro. Arr. at Hkgs. and Sailing for S'nal and Japan	Probable Sailings from Hongkong for Marseilles
D'ARTAGNAN	...	...	16th Feb. 1926.
ANGKOR	...	...	2nd Mar. "
PORTER	...	15th Jan. 1926	15th Mar. "
ANDRE LEBON	...	28th Jan. "	30th Mar. "
PAUL LECAT	...	12th Feb. "	18th Apr. "
AMBOISE	...	26th Feb. "	27th Apr. "
ANGERS	...	12th Mar. "	11th May. "

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).
 A Class 1st Class ... 225. 00. 00. B Class 1st Class ... 225. 00. 00.
 PAYMENT 2nd ... 225. 00. 00. C Class 1st Class ... 225. 00. 00.
 Through Tickets to London and Leading Towns of Europe.
 Accommodation reserved in the Trains of Marseilles.

LIGNES COMMERCIALES (Cargo Boats).

Leading for HAVRE, ANTWERP

& DUNKIRK about

S.S. "MIN" from DUNKIRK, LONDON & HAVRE is due

to arrive on the 22nd February, 1926.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.

Telephone: Central 740.

3 Queen's Buildings.

CONSIGNATION—TRANSIT—REPRESENTATION.

Abstract